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TIME-TABLE.
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8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „
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8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
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[58

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 2 A Local. a.m.	No. 4 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 21 Local. p.m.	No. 23 Local. p.m.
CANTON (Tai Sha Tau) dep.		7.30		8.25		2.20			
SHEK LUNG — arr.		8.50		11.07*		4.55			
— dep.		8.55		11.17		4.50			
Shum Chun — arr.		10.55		2.10		5.50			
— dep.	7.27	10.50	8.15	4.30	11.45	6.25	1.00	6.04	8.11
Sheungshui dep.	7.33	—	8.16	4.37	11.51	—	1.08	6.10	8.17
Fanling dep.	7.37	—	8.21	4.43	11.56	—	1.30	6.14	8.22
Taipo Market dep.	7.45	—	8.28	4.54	12.06	—	1.51	6.24	8.33
Taipo dep.	7.51	—	8.37	5.03	12.20	—	1.57	6.30	8.39
Shatin dep.	8.04	—	8.50	5.16	12.37	—	2.40	6.41	8.52
Yaumati dep.	8.17	—	9.04	5.30	12.50	—	2.55	6.55	7.00
Hunghom dep.	8.23	—	9.10	5.36	12.47	—	2.59	6.59	7.06
KOWLOON arr.	8.26	11.10	9.13	5.39	12.44	7.25	3.02	6.52	7.09

UP TRAINS

Stations	No. 6 Local. a.m.	No. 8 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local p.m.	No. 18 Local p.m.	No. 18A Through Express. p.m.	No. 22 Local p.m.	No. 24 Local. p.m.
Last Ferry leave — H.K.	6.25	7.55	9.05	10.15	11.45 a.m.	1.05	1.55	6.20	6.06
KOWLOON — dep.	6.45	8.10	9.20	10.33	12.01 p.m.	1.18	2.15	6.32	6.22
Hunghom — dep.	6.50	—	9.25	10.37	12.04	1.22	—	6.36	6.26
Yaumati — dep.	6.57	—	9.32	10.43	12.09	1.28	—	6.42	6.32
Shatin — dep.	7.09	—	9.46	10.56	12.23	1.40	—	6.54	6.47
Taipo — dep.	7.22	—	10.00	11.09	12.36	1.53	—	6.17	7.01
Taipo Market dep.	7.28	—	10.07	11.15	12.33	1.57	—	6.21	7.05
Fanling dep.	7.37	—	10.19	11.25	12.47	2.07	—	6.31	7.15
Sheungshui dep.	7.41	—	10.23	11.27	12.50	2.11	—	6.35	7.19
Shum Chun arr.	7.55	8.50	10.33	11.37	12.56	2.16	2.57	6.50	7.34
— dep.	—	8.55	10.50	—	—	—	3.02	—	—
SHEKLUNG — arr.	—	10.55	1.53	—	—	—	—	—	—
— dep.	—	10.40	2.15	—	—	—	—	—	—
CANTON (Tai Sha Tau) arr	—	11.30	3.10	—	—	—	5.43	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.50	12.00	2.20	6.00	Shataukok dep.	7.05	10.20	1.05	5.00
Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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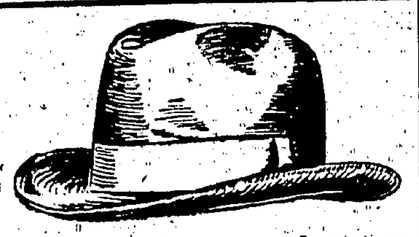

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THE MURDER OF THE TSAR.

IMPERIAL FAMILY'S AWFUL END.

ASSASSIN'S MISERY.

The murder of the Tsar and his family is told with intense vividness by Mr. Francis McCullagh in the current issue of *The Nineteenth Century*. His story is pieced together from the evidence of eye-witnesses at Ekaterinburg and from Russian official reports. All accounts, although sometimes differing in minor details, corroborate one another on the main facts.

That the shot which killed the Tsar was fired by Yankel Yurovsky, a Jew, the shopkeeper and civilian who was Commandant of Ippatievsky House, where the Imperial Family were imprisoned, is fully established. This man, who ever since the ghastly butchery in which he took the leading part, has been haunted by remembrance, was visited by Mr. McCullagh at the house given him by the Bolsheviks, almost opposite the former British Consulate in Ekaterinburg. He received his visitor at the end of a dark passage, "his head bent, listening in deep silence and with trembling limbs," in exactly the same attitude that he waited outside the Tsar's bed-room on the night of the murder.

THE JEW MURDERER.

About forty years of age Yurovsky is described as looking much older; his square, sallow face, with its green eyes—not distinctively Jewish in appearance—was wrinkled; he wore an unkempt, greyish moustache, and had tumbled brown hair. Throughout the interview he talked of anything but the sinister events in which he participated. Shunned by the Bolsheviks, cursed continuously by the presence of his own thoughts, Yurovsky is a broken, half-demented man, and, as Mr. McCullagh judges, "not long for this world," if he is not already dead.

The following is the account published in *The Nineteenth Century*:

At about one o'clock on the night of the murder Yurovsky entered the bed-room of the Tsar, awoke him, and told him that the Czechs were expected in the town before daybreak. "Get up," he said, "and dress. It would be better for you and your family to come down into the cellar, as there may be fighting in the streets and stray bullets may come through these windows. I will wake up the others and wait for you all outside."

Yurovsky, who seemed to have become unusually nervous and polite, then brought to the Grand Duchesses the same message as he had brought to the Tsar, and, having done so, waited in the dining-room where several Lettish soldiers were standing with rifles and fixed bayonets. Along with them were five civilian Bolsheviks, Commissar Goloshokin, Commissar Mrachkovsky, Paul Metvietev, "the Sergeant of the Guard," and two others whose names I cannot ascertain. They had come, at the request of Yurovsky, to carry out the execution themselves in case the soldiers failed them; but only Yurovsky, Mrachkovsky, and Metvietev went into the cellar, the others remaining in the dining-room until word was brought them that the deed was done. Though Mrachkovsky was present at the butchery he does not seem to have taken part in it. Seeing that something unusual was afoot, several Russian soldiers of the outer guard had drifted into the room and stood looking on, open-mouthed.

A THIN AND HAGGARD EMPEROR.

All the party, eleven in number, came out into the dining-room, fully dressed, the Tsar coming first. With him came his wife, son, and four daughters, Dr. Botkin, Demedova the maid, one male servant, and lastly the cook. The former Autocrat of All the Russias was so thin and haggard as to be hardly recognisable. I have this description from the priest who said Mass in the house a few days before. He wore a khaki-coloured military blouse belted at the waist, loose blue cavalry breeches, soft leather high boots, but no cap. The Bolsheviks had deprived him some time before of his epaulettes and his George's Cross, so that he had no badges of military rank. A few days previously the Empress had cut his hair owing to the great difficulty the prisoners experienced in getting water for washing purposes, and he himself had trimmed his beard so that it was shorter when he died than it had been for twenty years. All the others had had their hair cut close for the same reason, the Tsarevitch having had his locks shorn off by his mother, and the Grand Duchesses having cut off each other's luxuriant tresses. As it was well-nigh impossible to get the rooms cleaned out, all this hair was collected into a bundle and stuffed into a disused stove where it was afterwards found by the Whites, and identified by former servants of the Imperial family. The Tsarina held her little crippled son by the hand, and the Grand Duchess Tatiana carried in her arms her little Pekingese dog. The Tsarevitch had also had a dog, but, as if it had some foreknowledge of the impending tragedy, it had deserted the house on the previous day and was lost for some time. An officer of General Knox's Mission afterwards found it, and brought it to England with him. All the party then descended into the cellar in silence, one of the Grand Duchesses carrying her little brother in her arms, as owing to his lameness, he could not easily descend the steps, the Grand Duchess Tatiana raising her dress with her left hand as she stretched one foot cautiously downwards in the darkness while holding in her right arm the little dog, which affectionately licked her face.

FAMILY'S PROCESSION TO DEATH.

It was a pathetic procession, mainly composed of helpless women and of a crippled invalid child of fourteen years, the most helpless of them all. There were two women among them and four gentle girls, who, if they had not been born in the purple, would nevertheless have been celebrated for their great personal beauty even in that land of beautiful women. There was Tatiana, twenty-one years of age, a talented and kindly young woman already destined by Court gossips to be the future Queen of England; Olga, twenty-three; Maria, nineteen; and Anastasia, seventeen; the last-named fragile and lovely as an opening flower, serene with the divine innocence of childhood and radiant with the bright charm of girlhood and health.

The Tsar gave his arm to his wife, the last time he was ever to perform that act of courtesy. Even in that appalling descent to darkness and doom, the Imperial party automatically preserved the order of precedence which long practice had made a second nature with them and which even the inconveniences of prison life had never caused them to neglect. The Emperor and his wife went first, arm in arm, dignified but trembling, as if to meet a greater Monarch than themselves. Then came the little Tsarevitch carried by Olga, his eldest sister. Then Tatiana, Maria, Anastasia, then the others in due order of their respective rank, with the humble, faithful cook bringing up the rear. The cook, the manservant, and the maid Demodova would have been spared if they had not exhibited in all their conversations with the Commissars an unalterable adelity to the doomed family which they had served so long. Let us honour the memory of these poor people, though, except in the case of Demedova, their names are unknown to us.

THE SCENE IN THE CELLAR.

After the cook came the representatives of a different world, headed by Yurovsky, gloomy and preoccupied, his brow dark with thoughts of murder, his right hand in his coat-pocket, grasping a revolver. He was followed by the Russian soldiers whom I have already referred to, and whose numbers had now been increased by the arrival of several others who were on guard at Post No. 4 and had come to the door of the cellar to see what was going on, little expecting, however, to find that their special duty at Ippatievsky had come to an end and they would never again be called upon to mount sentry over their imprisoned Coudars. These soldiers saw through the open door everything that afterwards took place, and it is the testimony of several, especially Anatoly Yakimov and Steokin, that I am principally using. They corroborate one another in the most remarkable manner, though they sometimes differ on minor details, and their evidence is confirmed by that of other witnesses.

The Tsar and his party clustered together at one end of this underground chamber, Tatiana still holding the little Pekingese in her arms, while the Lett soldiers as well as Yurovsky, Mrachkovsky, and Metvietev remained in deep silence at the other end, the soldiers looking with strained and expectant eyes, now as Yurovsky, now at the Tsar. Mrachkovsky and Metvietev drew their revolvers; and it must have been at once evident to the victims that something terrible was going to happen. It is a significant fact that there were only two Russians present amongst the executioners, and that there was not a single Russian soldier.

SOVIET'S ORDER OF EXECUTION.

The Empress took one swift, frightened look at the revolvers in front of her and the pitiless countenances behind them, and her eyes dilated with horror. Crossing herself, she bent her head and covered her face with her hand. Meanwhile Yurovsky, whose face had become white, had drawn forth a paper and begun to read it by the light of a lantern which one of the soldiers held up. He grasped the paper in his left hand and clutched a revolver in his right. The reading did not take more than three seconds, for the document was very brief. It was simply an order of the Soviet Republic to execute "Nicholas Romanov, the Bloody, and all his family." Yurovsky shouted it out rather than read it, and, while doing so, he hardly glanced at the paper, the contents of which he knew by heart, for he and Goloshokin had written it only an hour before.

Crossing herself again the Empress now fell on her knees and was followed by all the rest of the doomed party who also crossed themselves devoutly. The Emperor alone remained standing, and while Yurovsky was still shouting out the final words "By Order of the Soviet of Workmen's, Peasants', and Soldiers' Deputies," he stepped quickly in front of his wife and children as if to shield them with his own body, at the same time saying something which was drowned by the sound of Yurovsky's voice re-echoing dreadfully in that small chamber, then pointing to his little ones, crouching together, terror-stricken, on their knees, but his words were quite inaudible. Yurovsky, who, as I know from personal experience, is extremely quick in his mental processes, saw at once what that gesture meant and instantly determined to prevent all possibility of Nicholas Romanov making such a moving, human appeal for his young girls and his little crippled boy as might touch even the hard hearts of the executioners and lead to the lives of those innocents being spared. His right hand rose like a flash; he fired; and at the same instant the Emperor reeled and fell, shot through the brain. The Tsar had undoubtedly meant to beg that his wife and children might not be butchered; but now, as ever, he was too late; and, though the noble gesture came, the words had not time to follow.

SOLDIERS DRUNK WITH BLOOD.

This fatal shot was the signal for the others to begin shooting, which they did, wildly; and in five minutes from the time Yurovsky had begun reading the death warrant, all of the Imperial party, save the Grand Duchess Tatiana and the maid Demedova, had been killed. Tatiana, who was wounded, had fainted and lay on the floor like one dead, her little dog standing on top of her and barking furiously at the soldiers until one of them killed it.

After having shot the Tsar, the chief assassin began discharging his revolver into the terrified group huddled close together in front of him with faces expressing the extremity of human fear. Only he and God know whether or not he also killed the little crippled Tsarevitch and some of his young sisters; and it was this dreadful secret, I think, which weighed on Yurovsky when I met him. Those who watched at the door could not tell exactly what happened in this brief space of time. Their minds were paralysed by the swiftness and the appalling greatness of the tragedy.

The lamps crashed on the ground, where some of them were broken and some of them flared up, filling the cellar with a yellow, smoky glare. The close, murky atmosphere was lit by flashes of firearms and, in the confined space, the noise of the explosions was deafening. From the descriptions given by eye-witnesses, the soldiers were mad with rage and drunk with blood. They not only bayoneted bodies already dead, but beat in the skulls of corpses with the butt-ends of their rifles. One of the soldiers, who was there as a spectator, says that "the murder was so cruel that it was difficult to watch it, and I felt so faint that I had to go out many times into the open air to recover."

THE FINAL VICTIM.

Until she fell dead herself the maid Demedova used her cushion vigorously to beat up the muzzles of the rifles which were pointed at the children, so that half-a-dozen bullets struck the upper part of the wall or ricochetted from one wall to another, making marks which are still visible. One of these stray bullets took off the tips of three fingers of Yurovsky's left hand, and the Commissar then moved towards the threshold where one of the Russian soldiers standing there bound up the wounds with a dirty handkerchief. Yurovsky seemed on the point of mounting the cellar steps to have his hand better attended to upstairs when suddenly there was a shriek from the beautiful Grand Duchess Tatiana, who, having suddenly regained consciousness, sat up shouting "Mother! Mother!"

Two or three of the soldiers instantly jumped towards her, and, while some of them ran their bayonets through her, others beat in her head with the butts of their rifles. There were seventeen deep dents made in the cellar floor by bayonets. There are sixteen bullets holes in the wall and sixteen bullets were extracted from them by the Whites after they arrived. Some of those bullets must have gone through the bodies of the victims before embedding themselves in the plaster. Several which had penetrated for a short distance into the floor, must have passed through the corpses as they lay on the ground. Nearly all the bullets struck the wall low down, showing that they had been fired at people who were on their knees.

The narrative, continuing, describes Yudovsky's frantic efforts to dispose of all traces of the bodies of his victims by burning and burying them in the Kopchiki Wood. The faces he obliterated by pouring jugs of sulphuric acid over them.

(Continued at foot of next column.)

THE SECRET TELEPHONE.

MUST THE OPERATOR TELL?

The following extract is from a recent issue of the London *Daily Express*:—

Must the telephone girl tell? is the new problem in professional ethics that is agitating the business world.

Consternation has been caused in London and elsewhere by the calling of a telephone operator to give evidence in a sensational criminal case before the courts. Heads of firms are awaiting with the keenest interest the reply of the Postmaster General to the question put down by Captain Tudor Rees, who wants to know whether operators are sworn to secrecy and whether it is in conformity with regulations for an operator to listen to telephone conversations.

"The question is now before the House of Commons, and I cannot forestall the reply of the Postmaster General," said Mr. Prestor, Controller of the Telephone Service, to a *Daily Express* representative.

THE GIRLS' VIEW.

Telephone girls were less reticent.

"Every operator on entering the telephone service is required to take a vow of secrecy and to sign her name to an undertaking not to divulge anything whatsoever that she may hear," said a supervisor. But neither the supervisor nor other girls who have pledged themselves to secrecy were able to say what would be their position if "ordered to tell."

The law in regard to divulging the contents of telegrams is specific. If any person employed by the G.P.O. improperly divulges the purport of any telegram he will be guilty of a misdemeanour, and liable on summary conviction to a fine not exceeding £20; or on conviction on indictment to imprisonment with or without hard labour for one year, or to a fine of £200.

The understanding is that the secrecy of the telephone message is similarly protected.

The practice of "listening in," to which business men, who see a risk of all their office and private secrets becoming public property, take exception, is countenanced by the authorities.

"An operator is not only able to listen in," but must do so to some extent, in order to discharge her duty properly, which is to see that the caller up is connected with the subscriber asked for," said a high official at the G.P.O.

NAVAL APPOINTMENTS.

Paymaster Lieut.-Commander B. Carter has been appointed to the *Carlisle*, on recommissioning.

Major A. G. Grierson, R.M.L.I., is appointed to H.M.S. *Kinsha*, on staff of S.N.O., Yangtsze, as D.I.O., Shanghai.

Mr. C. W. Heard, acting leading man of stores, Hongkong Victualling Yard, has been appointed storehouseman, Royal William Victualling Yard, Plymouth.

Capt. A. Lowndes, C.B., who has succeeded Commodore H. La P. Lewin as chief of staff to the Commander-in-Chief at Devonport is a specialist in navigation. He commanded the *Alacrity*, Commander-in-Chief's yacht on the China Station, from 1910 to 1912. In August, 1913, he was appointed flag-captain to Admiral Browning, then rear-Admiral commanding the Third Battle Squadron.

A NEW RACE OF PYGMIES.

OF UNUSUAL POPULAR INTEREST.

The discovery of a new race of pygmies in the virgin forests of the Belgian Congo by the American missionary, Dr. Vandenbergh, wil be of interest not only to all anthropologists, but to the non-scientific man in the street, who has always shown a greater curiosity in the dwarf than in the giant, (says the *Daily Telegraph*). The tradition of the existence of pygmy races has been strong since the days of Homer, and they have usually been located in Africa. Homer's little people, who fought the cranes when they were vexed by them, dwelt in Africa; Herodotus's pygmies, who lived near a big river flowing from west to east, also dwelt beyond the Upper Nile; Aristotle—who was not easily imposed upon by travellers' tales—accepted the legends without incredulity; and in our own time it is in Central Africa that various pygmy tribes have been found. Sir Harry Johnston has given an admirable account of the dwarf negrilloes—so-called to distinguish them from the negritoes of the Philippines and Andaman Islands—whom he encountered in his travels, and the string of epithets which he applies to them are "prognathous, beetling-browed, short-legged, long-armed, and apelike." Some of his photographs fully justify this rather uncomplimentary description, and when they squat on the ground to take their meals these pygmies are hardly distinguishable from a company of apes. And yet we are told that they are much more intelligent than the big negro tribes living in their vicinity, and have a highly-developed sense of humour which endows them with some of the agreeable traits of Puck and Robin Goodfellow. Sir Harry Johnston's pygmies were usually about 4ft. 8in. in height; Dr. Vandenbergh's tribe averages no more than 4ft., and is said to be "very apelike in appearance." The males, we are told, move with surprising agility through the tree-branches, and, though completely uncivilised, they neither lie nor steal, and are strictly monogamous. In short, we have here the noble savage in duodecimo form, and we are driven to hope that their contact for a week with Dr. Vandenbergh will not be followed by any fall from such original grace. Anthropologists will be most curious, perhaps, to have authentic information as to their language, which is reported as consisting of "monosyllables distinguished by intonation." We have not sufficient of the gift of tongues to enable us to base any conjecture upon such a statement, but travellers who have hoped to discover a distinct pygmy language have always, we understand, been disappointed, because the negrilloes are invariably found to speak substantially the same tongue as the negro tribe in the neighbourhood. How this comes to pass is a puzzle which has not been cleared up, and if Dr. Vandenbergh can contribute to its enlightenment, anthropology will be indebted to him. And always there remains the standing mystery about these little people whom we call pygmies. Are they, so to speak, a type of original man just emerged from the state of apedom, or are they a race of degenerates from the negro stock about them? In other words, are they immemorially old, the true Peter Pans of humanity, who refuse to develop and prefer still to go swinging through the trees; or are they the product of modern deterioration? Apparently, scientific opinion strongly inclines to the former view, and we should therefore temper our curiosity in regard to them with a certain reverent respect.

MENUS MADE BY WOMEN.

SECRET OF THE PERFECT DINNER.

More than a hundred London hostesses were put on their mettle when their epicurean powers were challenged by the article, "Do Women Know How to Eat?" which appeared recently in the *Daily Express*.

Mr. Henry Thomas, general manager of the Hyde Park Hotel, who made the daring statement, "A woman cannot order as good a dinner as a man," has since been forced to eat his words with many excellent woman-designed dinners.

"All day long they come to me," said Mr. Thomas. "They say 'Do you dare allege that I can't order a dinner?'

"I tremble, but soothe them and reply:

"No doubt you can order superb dinners, exquisite dinners, but not so well as a man can."

The upshot of it all is that every chef in London has been turning out wonderful dinners, all planned by women whose pride has been sorely wounded.

CULINARY POEMS.

Here is a woman-made dinner menu which experts consider a chef d'œuvre in its line:

Cantaloup Frappé.
Consommé Yvette.
Sole Souffle Paiva.
Timbale de Ris de Peau a l'Americaine.
Cailles aux Muscat.
Salade Japonaise.
Poires Milady.
Mignardises.

A little luncheon which is described as a gem and worthy of notice follows:—

Hors d'Œuvre.
Œufs Benedictine,
Cotelettes d'Agneau Maréchal.
Haricots Verts.
Pommes Pont Neuf.
Frans de Prunes à la Crème.

Another dinner composed by a woman and quoted as a poem of harmonising flavours is given by Mr. Thomas:—

Grape Fruit Cocktail.
Petite Marmite.
Timbale de Homard Newbourg.
Carré d'Agneau à l'Africaine.
Grouse aux Champagne.
Salade Mimosa.
Souffle Surprise.
Friandises.

A luncheon which will serve as a model for many another woman to give to her woman friends is given below. It is a far too dainty and fairy-like combination to be wasted on the palate of a mere man:—

Cantaloup.
Œufs Crouilles aux Truffés.
Filet de Sole à la Russe.
Poulet Sauté à l'Africaine.
Macedoine de Fruits.

"I take back all that I said about women and ordering," was Mr. Thomas' last word as he gave these menus.

RANDOM REFLECTIONS.

Many happy returns of the day! This to H.E. the Governor,—and any other reader who may happen to have a birthday on October 13th.

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The rain last night must have carried the record for the year over the 100 inches mark. It might interest, if it will not cheer, the reader to learn that the greatest rainfall in one year on record in the Colony is 119½ inches. That was in 1889. Since the year 1884, the annual rainfall has only exceeded 100 inches eight times. The minimum fall in that period was 45½ inches (in 1893). The normal rainfall for the period is given as between 83 and 84 inches.

***

We are not yet through the typhoon season, for the Observatory is still issuing warnings; but we have been very fortunate in escaping a blow of typhoon force so far this season. A friend remarked on this to me recently as a matter for regret, because, as he put it, a typhoon might have carried that ramshackle old building known as the "Homestead" off one of the finest sites of the Peak, and so helped the Government to get a move on with the solution of the house famine by erecting those flats and bungalows on the site that they have talked of for so many months, aye years.

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Apropos the "Homestead," which is one of the earliest buildings on the Peak, I came across an interesting reference to the Peak the other day in an account of the visit paid to the Colony in 1869 by H.R.H. the Duke of Edinburgh, who laid the foundation stone of St. John's Cathedral and formally opened the City Hall and Museum. This is worth reproducing:

"During his visit His Royal Highness and suite, accompanied by the Governor (Sir Richard MacDonnell), the Hon Julian Pauncefote, and several officers of the *Galatea*, including Lord Charles Beresford, Lieut. Fitz-George, and E. Ponsonby, Esq., made an excursion to Victoria Peak, which overhangs the City and forms so striking a point of view to all visitors to Hongkong. The party were much struck by the position of Mountain Lodge, the Governor's summer residence, 1,750 ft. above the level of the sea, and commanding a magnificent view extending far over the mainland on the West, and over upwards of fifty islands from the West to the East. His Royal Highness expressed his surprise that the Wealthy Merchant Princes of the Colony (capital letters as in the original version) had not availed themselves of the vicinity to their City of a site offering so bracing a climate in the hottest time of the year. It is certainly difficult to account for the comparative neglect of such a spot, as it takes only forty minutes to reach it, and less than thirty to return. The advantages of the site were, however, only recently demonstrated and the security afforded there by a Telegraph and Police Station is quite a modern boon, not even yet completed. The future of the Peak, therefore, is still to be developed, though we are not so sanguine as to think that it will supercede trips to Europe!"

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Very little change came over the character of the Peak district until the tramway was constructed from St. John's Place to Victoria Gap, more than twenty years later. The Peak may, therefore, be said to owe its development as a residential district to the foresight and enterprise of Mr. A. Findlay Smith, the proprietor of the Peak Hotel, who is now one of the very few British residents who can lay claim to a length of residence in the Colony exceeding fifty years. Mr. Findlay Smith at that time possessed all the confidence there was in the Colony that a tramway service to the Peak would ever prove a remunerative enterprise, and he constructed the line in the face of every sort of discouragement. Once the service was started, however, his confidence was very soon seen to be fully justified. Before the present year ends we shall be having motor-cars running up the new roads to the Peak, and I had expected to see by this time also, the Government's project for a tramway up to Magazine Gap in full running order. But work on its construction has not yet commenced. What has become of the project?

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The Hongkong Memorial Fund Committee is not dead, nor, I am told, is it asleep. Since the form of the memorial was definitely settled, the Committee has been at work acquiring the information which it will be necessary to furnish to those who may wish to compete for the prize, or prizes to be offered for the best design. We may expect to hear from the Committee very shortly. I have, therefore, to say that the "In Memoriam" card printed in this column four or five months ago was premature: it would have been nearer the mark to have printed instead: "Not dead; it only sleepeth."

The Sassenach who reads the annual report of the St. Andrew's Society sees his way to another little joke over what Sassenachs generally regard as the characteristics of their cousins north of the Tweed. First mention is made of a dinner held to celebrate the birth of Robert Burns: on that occasion "a very enjoyable evening was spent." A little later on we read that a sum of $7 was expended during the year in assisting a distressed Scotsman! Eighty-two new members joined the Society last year, and the hope is expressed that members will continue to give assistance by bringing forward new names for membership. The Sassenach presumes that with the additional strength which it will thus gain, the Society will be enabled to assist another distressed Scotsman to the same extent in the coming year! The retort might be made, of course, that a distressed Scotsman is a *rara avis* in these parts and never needs much assistance!

***

I am informed that the members of the Indian Recreation Club are much perturbed by a rumour that the Recreation Grounds Committee have decided to allot to the Services the ground in Sokunpo Valley which the I.R.C. have had for the past fourteen months, and to assign to the Indians, in conjunction with another Club, certain playing fields in Happy Valley. This decision, I understand, has been taken without any previous consultation with the Indian Recreation Club, and serious hardship and injustice will result if the decision is final. The Indian Recreation Club has a membership of 160 and, though young, has shown itself to be one of the keenest athletic clubs in the Colony. It headed the civilian teams in cricket last season; it was third in the Cricket League competition; it entered a team in the football league; was prominent in the basket-ball league, and generally it has done very useful work in the training of the Indian youth of the Colony in athletics. Full use was made of the ground—for the boys of the Ellis Kadoorie School for Indians shared it with the Club—but in future it seems that the athletic activities of the Club and the Indian schoolboys must be restricted to three days a week, and, worse still, every alternate Saturday—the day of all days for sports—they will be without a ground. That is a substantial grievance in itself, but there are others.

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The Indian Recreation Club, during the fourteen months it has had the ground, has expended on the upkeep of it sums amounting to about $250 and they have put up a matshed at a cost of over $200. In fancied security of possession the Club had even been contemplating the erection of a pavilion at an estimated cost of $10,000. It is only within the last two months that the Club has incurred an expenditure of $900 on returfing. In order to do this returfing they had to obtain from the Public Works Department a permit to remove earth from one of the adjacent hills, and it is complained that no mention was made by the Government authorities, when granting this permit, that there was a possibility that the possession of the ground by the Club would so soon be disturbed. The Chairman of the Public Works Department is *ex-officio* Chairman of the Recreation Grounds Committee, and I suppose this was an arrangement which contemplated protection from just such an injustice as the Indian Recreation Club is now threatened with, namely the expenditure of the funds of the Club on the improvement of a ground which they are not to be allowed to use. I understand that no official intimation has yet been conveyed to the Club of the reported decision. I believe it has to be ratified by being gazetted, and it may be that if the Committee of the I.R.C. promptly make a representation to the Recreation Grounds Committee the decision might be reviewed. It hardly needs to be said, however, that there is room for improvement in the procedure of the Recreation Grounds Committee. In cases like the one under notice where a club, in fancied security of possession, is known to have spent money on the improvement of the ground, the Committee of the Club ought to be given a hearing by the Recreations Grounds Committee before it decides to expel the Club from the use of a particular ground. Who will refund to the I.R.C. the money they have spent on the ground—the Recreation Grounds Committee, the Government, or the new tenants?

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The resumption of the Gymkhana meetings and the arrival of a batch of Larsen Griffins for the next annual races have naturally turned the thoughts of many men and women to ponies and riding, and they will perhaps be interested in a suggestion which has been ventilated in a Shanghai paper. Why not lady riders in the races? Racing, the writer remarks, has always been considered a man's sport, but at Home and also in the Far East ladies take the keenest interest in it. They can own and they can bet, but so far they have never ridden in races. "We have an amusing race in the mafoos' race, but I cannot imagine a race that would cause more interest than a race with lady riders. There are some fine lady riders in Shanghai, and I am certain a number of them would enter if opportunity offered." I have not heard that the stewards have accepted the suggestion for next month's Race meeting at Shanghai, but the innovation may be made some day! It is not a long step from lady owners to lady riders. It may have been noticed in the result of the draw for Larsen Griffins published a day or two ago that the programme of the next annual races in Hongkong, will contain, for the first time, the names of one or two lady owners. I am not aware that we have any "fine lady riders" now-a-days in Hongkong, and, therefore, I do not anticipate that the question of lady riders will become a burning one here.

RODERICK RANDOM.

HONGKONG CRICKET LEAGUE

YESTERDAY'S MEETING.

A meeting of the Hongkong Cricket League was held in the Hongkong C.C. pavilion, yesterday evening. Mr. T. E. Pearce presided and was assisted by Mr. H. H. Tayler (Hon. Secretary). There were also present Messrs. L. J. Blackburn (K.C.C.); W. H. Edmonds (C.S.C.C.); C. Blaker (H.K.C.C.); A. H. Rumjahn (I.R.C.); Un Hew Fan (C.R.C.); H. Yeoh (University); Master-Gnr. May (R.G.A.) and Cpl. Rhodes (Staff).

The CHAIRMAN, in proposing the adoption of the report and statement of accounts, congratulated the R.G.A. on winning the Shield, and the R.E. and I.A. for being a close runner-up. There were only nine entries for the league and each team would play the other once. There had been a possibility of holding two divisions, but some of the teams had withdrawn. It was, however, desirable to keep the matter of holding two leagues in mind as perhaps next season it could be carried into effect.

Mr. BLACKBRUN seconded the adoption of the report and statement of accounts and the motion was carried unanimously.

Mr. BLACKBURN proposed that $80 be voted to the R.G.A. for medals.

Mr. BLACKER seconded and this was agreed to.

The following were elected office-bearers:

President: The Hon. Dr. C. Severn.

Vice-President: Mr. R. E. O. Bird.

Hon. Secretary and Treasurer: Mr. H. H. Tayler.

The teams who have entered for the League are: R.G.A., I.R.C., Kowloon C.C., Hongkong C.C., Staff and Departments, Civil Service, Craigengower, University, C.R.C.

The following teams have not entered, but friendly fixtures could be arranged with them:—Navy, Police, Wiltshires, Club de Recreio and R. E. and I.A.

New books of rules will be sent to the Secretaries of each club.

SPORT.

LAWN BOWLS.

SINGLES CHAMPIONSHIP OF THE COLONY.

The final of the open Singles Championship of the Colony was played on the Police Green on Monday afternoon before a fairly large gathering of interested spectators, the contestants being McLachlan (Taikoo) and Muir (Kowloon).

Muir created a sensation by making nine points in the first four heads of the game, scoring two singles, a four and a three, McLachlan not getting the run of the green although the rink was in good condition.

At the 5th head McLachlan opened his score with a brace, and, keeping long heads with the jack, scored on eight consecutive ends bringing the score at the 12th end to 12. 9 in his favour.

The 13th and 14th heads went to Muir, with a single and three. McLachlan scored a single at the 15th end, making the score 13 all.

Muir at this point raised the hopes of his supporters by adding a single and a couple at the 16th and 17th ends, respectively, but failed to keep his lead.

McLachlan, at this point, took the game in hand and laying some well played shots ran to 21 on the next four ends. The final scores were McLachlan 21; Muir 16.

McLachlan showed the better form of the two, keeping a better length than his opponent, who, after the 17th head, when his chances of winning were good, lost many opportunities by being narrow and short.

Messrs. Geo. Gerrard and Inspt. Kent capably carried out the duties of Umpires and scorers.

McLachlan was heartily applauded and congratulated on his win. This is the first occasion on which a Taikoo Club player has won the open Championship, previous winners being W. Bell (Police) D. Gourlay (Police) G. Hexton (Kowloon) W. Russell (Kowloon) and E. R. Edwards (Kowloon). During the war there was no competition.

The prizes will be presented on Saturday next at the close of the game Kowloon v. The Rest.

The 3rd and 4th prizes go to J. Grant and A. R. Clarke, both of Police Club.

BILLIARDS.

PALACE HOTEL TOURNAMENT.

The draw in the Palace Hotel Billiards Handicap Tournament (game 250 up) is as follows:—

FIRST ROUND.—Byes: T. B. Golding (300) and R. Nichols (50); W. S. Cuff (75) and J. Snook (200); F. Normanton (Scratch) and R. G. Tyrrell (75); A. G. Pile (200) and H. Davis (150); W. Drew (125) and G. Haigh (125); W. W. Cooper (125) and G. Thomas (100); T. Wilson (75) and J. H. Tait (100); M. Erner (125) and A. Rowe (100); W. Taylor (50) and W. G. Gerrard (150); Ho Shai Cheong (Scratch) and Greenshield (75); E. Reeves (125) and R. E. Newman (75).

SECOND ROUND.—A. Tse (Scratch) and W. Dispain (50); W. Hill (125) and J. Parkes (200); S. Kelly (100) and McNab Wilson (125); J. W. Hamilton (100) and J. E. Clapham (125); K. Higashide (150) and K. Sugose (150); C. P. Cave (150) and D. Urquahart (100); R. Thomas (125) and G. H. Bayley (200); Pritchard (75) and J. Mukerjie (50); W. Gerrard (75) and W. E. Crocker (150); Ho Sai Man (Scratch) and R. Porter (100).

E. B. Green (200).

HYPNOTISED BY LOVER.

FORCED TO LIVE AS WIFE.

ESCAPED FROM MAN IN THE STREET.

At the Magistracy, yesterday, before Mr. A. Dyer Ball, a Chinese was charged with unlawfully harbouring a 16-year old Chinese girl, without the consent of her parents.

Mr. Schofield, of the S.C.A., who prosecuted, said that he wished to know if the defendant would admit that he was the writer of the letter produced, which had a bearing on the case.

The Magistrate said that the defendant would have to plead first.

The defendant told the Magistrate that the girl went to live with him of her own accord.

Mr. Schofield, outlining the case for the prosecution, said that the defendant was alleged to have often induced the complainant, who was a school-girl, to run away from her home and go with him to Shuilan, but she took no notice of him. On the 11th day of the 10th Moon last year, the girl was on her way to school about 9 a.m., when she met the accused, who, she alleged, hypnotised her and made her follow him. He took her to Heungshan where she was forced to live with him as his wife. They lived in Heungshan until the 7th Moon of this year, when the defendant brought the girl to Hongkong with him. She escaped from the defendant in the street and went home to her mother with whom she had been living ever since. The defendant became acquainted with the girl through living for some time in the same house.

Mr. Schofield further said that they had lived together and the defendant was now desirous of making the girl his wife. The defendant's *kit fat* wife, said Mr. Schofield, had died before he took the girl away with him. On account of the letter (produced) which the girl had found tied to a bamboo in the house, she did not want to have anything more to do with the defendant. That was the whole difficulty in the case.

After reading the letter, the Magistrate said that it appeared to him that they had quarrelled and separated.

Addressing the defendant, the Magistrate said that it was a very serious offence to take a girl away and live with her as man and wife without her consent or the consent of her parents. Further, it was quite evident from the girl's decision not to have anything more to do with him, that the defendant must have treated her very badly during the time she was forced to live with him. People who committed such base offences must suffer the consequences.

The defendant was sentenced to two months' imprisonment with hard labour.

DOCK APPRENTICE'S HEROIC ACT.

SAVES WOMAN FROM DROWNING

A young Chinese woman was charged before Mr. Dyer Ball at the Magistracy, yesterday, with attempting to commit suicide by jumping into the harbour.

Inspector Blackman, who prosecuted, said that on Tuesday night the defendant who was the second wife of a police official in Canton, wanted to go there to take part in the burial ceremonies of her mother. Owing to the unsettled state of the place, the husband was anxious about the defendant's safety, and refused to let her go by the night boat, advising her to wait until the morning and go by the day boat. The defendant, however, insisted on having her own way, and they had a quarrel. The defendant left the house and went straight to the Praya and jumped into the harbour. People saw her and gave the alarm, and a young apprentice employed at the Taikoo Dockyard, named Charles Young, who was passing in a tram car at the time, jumped into the water and rescued the girl at great danger to his own life, as it was very dark at the time. In the meantime, the girl's husband, thinking that she had gone to Canton by the night boat, had gone to Canton in search of her, and yesterday the *kit fat* wife went up by the day boat to bring the husband back. They were expected back in Hongkong by Thursday morning. In the meantime, he (the Inspector) thought it safer to remand the defendant in police custody as a safeguard against her repeating her rash act.

When the woman was told that she would be remanded in police custody until her husband's return, she said that she was now very sorry for what she had done, and would not do it again. She asked that she be placed in the care of her uncle until her husband came back from Canton.

The uncle was called, but he refused to be responsible for his niece's action.

The Magistrate remanded her in police custody until Thursday morning.

TOUTING FOR MOTOR-BOATS.

ANNOYANCE TO PASSENGERS.

At the Magistracy, yesterday, a Chinese was charged before Mr. A. Dyer Ball with disorderly behaviour by touting for passengers at Blake Pier.

Inspector Blackman, who prosecuted, said that there were many motor boats plying for hire near the pier and there was keen competition between the runners of the various motor boat companies to get passengers for their boats. So keen were they, that the runners often became very offensive to prospective passengers, dragging them about. All constables on duty at the pier had been instructed to keep a look out for such disorderly behaviour, and arrest the offenders. On Monday night, the defendant, who was not employed by any of the motor boat companies, but who got a commission from the runner of the Republic Motor Boat Company for every passenger he got for the Republic boats, was seen by the constable on duty at the pier to accost a European, thrust a card in his hand, and then literally drag him to one of the Republic boats. He was promptly arrested. The police, said the Inspector, had had a lot of trouble and complaints lately about this sort of thing, and he would like to make an example of the defendant. Europeans, especially those under the influence of liquor, resented the disorderly acts of the runners and their touts and frequently assaults took place, causing no end of trouble for the police.

The Magistrate imposed a fine of $5.

SOME THINGS YOU SHOULD KNOW

We now have a "Top Hole" selection of CHEESE just arrived from Britain, France, Australia, America and Holland.

English Stilton	per lb.	$1.30
French Roquefort	" "	1.70
English Cheddar	" "	90
Australian "	" "	80
American Gruyere	" "	1.50
Dutch Edams	each	4.00
Californian Cream	per lb.	80
Dutch Cream Cheese	per tin	1.00

NEW ARRIVALS IN COLD STORAGE.
FINDON HADDOCKS. SELECTED KIPPERS.
YARMOUTH BLOATERS FILETED COD.
REAL SCOTCH SALMON.

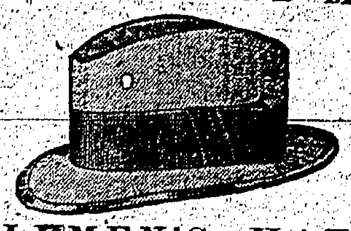
LANE, CRAWFORD & CO.

15.

OLSINA WATER PAINTS
made by
MANDER BROTHERS
WOLVERHAMPTON.
These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.
They are also washable in a few weeks after application.
Shade books of colours kept in stock can be obtained from the SOLE AGENTS for HONGKONG and SOUTH CHINA.
LANE, CRAWFORD & CO.
HONGKONG: [469

JUST RECEIVED
BROADWOOD PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.
117

Wm Powell Ltd.
TELEPHONE 346
SOLE AGENTS
SOFT FELTS
REAL VELOUR
TWEED HATS
STRAW BOATERS

ENGLISH HAND-MADE
VARIETY OF SHAPES
IN SMOOTH AND
BRUSHED FELTS

GENTLEMEN'S HATTERS.
[38

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

NOTICE.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL GENERAL MEETING of the Members will be held at the Club House, North Point, on THURSDAY, OCTOBER 14TH, 1920, at 5.30 P.M.

NOTE.—A launch for the convenience of Members will leave Queen's Statue Pier at 5 P.M.

By Order,
R. E. MACDOUGALL,
Hon. Sec. & Treasurer.
Hongkong, October 12th, 1920. [1615

CONSELHO DE ADMINISTRAÇAO DAS OBRAS DOS PORTOS DE MACAU

NOTICE.

IT IS HEREBY NOTIFIED that the calling for TENDERS to convey dredging products for reclamation ground purposes, which was announced to be opened on the 12th instant, has been postponed to OCTOBER 19TH, at 3 P.M. at the Harbour Works Department, Macao.

HUGO F. DE LACERDA,
The Secretary.
Macao, October 7th, 1920. 1616

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of TAMAKO ISHINIO late of 151 Wanchai Road Victoria in the Colony of Hongkong, Singing Girl, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2, of 1897), made an order limiting the time for sending in claims to or against the above Estate to the 31st day of October, 1920.

Creditors and claimants are hereby requested to send their claims to the undersigned by the above date.

Dated this 12th day of October, 1920.
HUGH A. NISBET,
Official Administrator.
[1617

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "DARDANUS"

FROM NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 12th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 18th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Nov. 1st, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 12th, 1920. [1618

NOTICE TO CONSIGNEES.

THE EASTERN & AUSTRALIAN STEAMSHIP COY'S STEAMER "EASTERN"

Arrived Hongkong on Oct. 11th, 1920.

FROM AUSTRALIA and MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 11th, 1920. 1619

NOTICE.

MR. HENRY BIRKETT has this day been admitted as a Partner in this Firm.

MOXON AND TAYLOR.
Hongkong, October 8th, 1920. [1609

REPULSE BAY HOTEL

WEDNESDAY, OCTOBER 13TH,
SATURDAY, OCTOBER 16TH.

CABARET DINNER DANCE.

MME. S. BELIKOVITCH, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances,

Assisted by
MR. PAUL GREY,
Famous Russian Baritone.
[1604

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 16TH OCTOBER, at 12 o'clock Noon, within the Offices of the HONGKONG JOCKEY CLUB, Chater Road, Hongkong.

By Order,
R. J. PATERSON,
Clerk of the Course.
Hongkong, October 2nd, 1920. [1570

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:—

Script No.	Numbers.	Holder's Name.
7017	50	29301/29350 C. P. Chater
7590	50	37084/37133 M. S. Samoon
8538	100	42869/42968 Li Chok Yuen
5910	29	1251/75, 18256/59 S. Fenwick
5911	29	59089/117 H. H. Fenwick
7754	9	64757/765 S. Fenwick
8411	5	71841/845 R. Mitchell
8605	15	44670/684 Mrs. E. C. Champernowne
7789	4	66739/66742 P. F. H. Holge & A. F. Harris
7755	9	64766/774 H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES: Script No. 7425 Lo Koon Hang, 9003/27, 5601/25, 37583/7, 33367/81, 26995/27019, 40713/717.

(Signed) FRED ELLIS,
c/o FRED ELLIS & Co.
Hongkong, September 25th, 1920. 1538

THE CHINA SPECIE BANK, LTD.
HEAD OFFICE:
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

CHIEF MANAGER..... Mr. L. S. HOLUM.
ASST. MANAGER..... Mr. K. T. WONG.

Foreign exchange and general banking business transacted. Current, Savings, and Fixed Deposits bear interests at rates of 2% 4% and 5% respectively.

L. S. HOLUM,
Chief Manager.
Hongkong, 2nd October, 1920. [1571

BANQUE INDUSTRIELLE DE CHINE
(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Frs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building. 5, Chater Rd.
[1488

G. R.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

On TUESDAY,

the 7th December, 1920, at 11 A.M. within the Camber, at Naval Depot, Kowloon,

H.M. TUG "ST. SAMPSON"

Length between perpendiculars ...	135 ft.	0 in.
Breadth, extreme	30 "	9 "
Depth (under side of 6 in. Bar Keel to Upper Deck)	16 "	7½ "
Tonnage according to British Rules, Gross	451 "	01 tons
Nominal Displacement ...	850	tons
At mean draft of	13 "	10 in.
Present mean draft	10 "	9 in.

Built: Where ... ... Hongkong; When ... ... September, 1919; By whom H.K. W'poa Dock Co., Ltd.

Materials of Construction:—
Wood ... ... Fittings in Cabins, &c.
Iron ... ... General Fittings on Deck, &c.
Steel ... ... Hull, Bulkheads, &c.
Decks ... ... Forecastle, Upper and Lower

A single screw steel steamer of I.H.P. 1,200 fitted with internal electric lighting at 100 Volts:

Built under Lloyds survey. 100 A.1. for towing purposes.

Port of Registry, Hongkong.

To be sold as she now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting orders to the Pier Master in the Dockyard the persons named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
[1606

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of
$1.00 FOR THREE INSERTIONS
if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD., AP., AW.

FOR SALE. An almost new "ESTEY" PIANO, used only three months, in perfect condition. Price $500. Apply Major M. S. TEIXEIRA, Macao.
[70

FOR SALE.

TWO LANCASHIRE BOILERS, length 28 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs. LINDSAY, BURNET & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—
BUTTERFIELD & SWIRE,
Hongkong.
[1544

FOR SALE.

"BICTON" (127, Peak) Plantation Road with Tennis Court. Total area 54,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house next spring.

Apply—
JOHNSON, STOKES & MASTER,
Prince's Building.
1556

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JENA" From SEATTLE.
S.S. "LORETTA" From BALTIMORE.

THE Steamship
"WEST JENA"
having arrived from Seattle via ports on Oct. 7th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignee of Cargo per s.s. "LORETTA" from Baltimore are hereby notified that their Cargo was transhipped at Kobe to the "WEST JENA".

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 13th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after October 14th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents,
1st Floor, Powell's Building,
12, Des Vœux Road Central.
Hongkong, October 7th, 1920. [1599

S.S. "PORTHOS"

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Oct. 14th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Oct. 17th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on THURSDAY, Oct. 14th, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, October 8th, 1920. [1607

NOTICE TO CONSIGNEES.

The Steamship "SAMARANG MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Oct. 9th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Oct. 15th, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before Oct. 25th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Oct. 15th, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, October 10th, 1920. [1610

INTIMATION

Watson's

PURE

CARBOLIC

SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5% FOR TOILET USE
Price: $1.20 per box of 3 tablets.

10% FOR THE BATH
Price: $1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP
Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.
[71

HONGKONG OFFICE: 10A, Des Vœux Rd., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, OCTOBER 13TH, 1920.

CHINA'S NEED OF ROADS.

Who would venture at the present time to set a limit to the influence of the motor-car in China? Some years ago, when motor-cars began to make their appearance in China, a story was going the rounds at Peking that an enterprising American firm of motor-car manufacturers, distressed at the apparent hopelessness of the prospect of China becoming a market for cars, owing to the absence of roads, hit upon the happy expedient of making a present of a handsome car to the Minister of Communications. The occupant of that office at the time was talking a good deal of the great things he contemplated doing to improve the means of communication in the country. His outlook, however, was confined to railways, but the unexpected possession of a motor-car immediately directed his attention to the need of good roads, especially in the metropolis and its suburbs. It was not very long before Peking was provided with macadamised roads of a width and smoothness to be found in no other city in China—save in the foreign settlements—and scores of motor-cars are traversing Peking to-day as a result. Canton, the southern capital, notwithstanding all its political troubles, has been making an effort to follow Peking's example in this respect. Some wide roads have been constructed through the city and others are contemplated. Who, three years ago, would have expected in his lifetime to be able to traverse the city of Canton in a motor-car? When once things begin to move in China they often move rapidly. Probably there are more motor-cars in Shanghai than in any city in Asia, and it is not surprising that we should begin to hear of serious proposals by the Chinese, who have become great joy-riders, to extend the fine roads which have been provided in the Settlement areas well out into the heart of the province. There exists in Shanghai a Pan-Pacific Association, and recently under the auspices of this Association some five hundred persons sat down to dinner and a discourse on the need of good roads in China. In the absence of Mr. TANG SHAO-YI, who was once Prime Minister of China, Dr. C. T. WANG presided over the gathering and delivered the principal speech. Dr. WANG is a man who has seen something of the world. His first experience abroad was in Japan, but he would not find there much in the way of roads which present a striking contrast to the roads of China. He next spent a few years in America where he could hardly fail to observe on every hand evidences of the backwardness of both China and Japan in the matter of municipal administration and especially in road construction and maintenance. Dr. WANG was recently in Europe for a considerable time, as one of China's delegates to the Versailles Conference, and he had further illustrations there of the advantages of good roads and quick means of communication. He has filled several diplomatic appointments in China during the past ten years, and, contrasting conditions in the East with those which obtain in the West, he was well able to appreciate in his own mind the needs of the country which it is his life's object to see progressive and prosperously developing. Moreover, Dr. WANG knows both Hongkong and Shanghai well, and is therefore well aware that the Chinese authorities have not far to go for examples of efficient road construction. In the picturesque language of his country he told his audience at Shanghai that roads in a country were like the blood vessels in the human system—they gave life to commerce and industry; they brought communities into closer contact with another; they were thus advantageous educationally and, from the point of view of government, they tended to make life safer and administration more efficient. He pointed out that roads could be made more cheaply than railways, and he threw out the opposite suggestion that the employment of disbanded soldiers and even the standing army on such work would be doubly serviceable to the State at the present time, as it would help to solve a very ugly problem for which we have seen no other very satisfactory solution offered. He said the Road Committees of the Pan-Pacific Association proposed to advocate the building of roads between Hangchow and Shanghai and Nanking. Among the reasons they advanced for this was that large numbers of automobiles are already owned by Chinese as well as by foreign residents, and that their usefulness for both pleasure and business was recognised by all enlightened persons. It was proposed to have a general committee of one hundred persons to promote these schemes, an executive committee of nine, and various sub-committees to work out and superintend practical details. It looks very business-like and if these projects are carried out, the province of Chekiang may well become a pattern for development in this direction which will be extensively copied in other parts of China. We hope it may be so.

The dollar dropped yesterday to 3s. 10¼d.

H.E. the Governor and Lady Stubbs have moved from Mountain Lodge to Government House.

The next English mail is coming up from Singapore on the *Novara*, due on Friday evening.

One cases of diphtheria and one case (one death) of enteric fever were reported in the Colony on Monday.

A fatal trolley accident is reported to have taken place at Cheungsha Wan. A Chinese boy is reported to have been knocked down and killed.

The new Golf Course at Peking (at Tien Shun Shan) was opened for play a few weeks ago, and the new Club-house is to be opened on Sunday next.

Mr. G. H. Wilson of Messrs. Robertson, Wilson & Co. was charged at the Magistracy, yesterday, with reckless motor driving. The case was remanded till Friday.

It is announced in the *London Gazette* that Major T. A. Robertson (Commissary of Ordnance and Lieut.-Colonel) relinquishes his temporary commission, June 4th, 1920.

A Chinese woman who attempted to commit suicide by jumping into the sea at Praya East, owing to a quarrel with her daughter-in-law, was rescued and removed to hospital.

News reached the Colony, yesterday, to the effect that the Chinese Maritime Customs Station at Sha Yu Chung, near Mirs Bay, had been looted by pirates. This report was confirmed by the local Deputy Commissioner of Customs who, however, said he had received no detailed information, except that no lives were lost.

The Banque Industrielle de Chine, as will be seen from a double-column advertisement in this issue, is inviting subscriptions for the new 6 per cent. French Government Loan, beginning from October 20th.

The Living Buddha of Outer Mongolia has sent a delegate to Peking to pay his annual tribute to the President. Among the articles he has sent to the Chief Executive are one camel, one horse, one image of Buddha and eight pieces of sable fur.

While a junk was lying alongside the *Manila Maru*, at No. 3 Kowloon wharf, on Monday, a steam launch ran into it and made a hole in its side. The junk, which had some furniture and 35 cases of apples on board, sank immediately. The crew was rescued.

With the advent of the winter season, says a Peking contemporary, many of the famine stricken people will undoubtedly die from the cold. In order to relieve their sufferings, the Premier is contemplating the distribution of the old uniforms discarded by the Army among the famine victims.

It will interest many old residents to know that the old Haikwan Band, an organisation in which both Sir Robert Hart and Sir Robert Bredon took much interest, has recently been reconstituted in Peking as an independent enterprise. The use of the old name of "Haikwan Band" has been sanctioned, however, and the Inspector-General of Customs has allowed the band to use their old quarters, but beyond this the organisation has no official support.

"Bank Buildings" on Queen's Road at the corner of Wyndham Street, belonging to the Belilios Estate, have recently passed into the ownership of the Asiatic Petroleum Co., Ltd., who intend to put up on the site palatial offices, six storeys high, provided the Public Works Department will sanction a building of that height. The price paid for the property, it is stated is about $60 a square foot. The site measures about 11,000 square feet. The present tenants have been placed under notice to vacate the premises by February next.

At St. John's Cathedral yesterday afternoon Mr. Leonard Manning Railton was married to Miss Violet Muriel Vaughan. Numerous friends were present to witness the ceremony. The bride wore a gown of white georgette, with brocaded satin, and carried a shower bouquet of roses and Honolulu creeper. Miss Florrie Neave, her bridesmaid, wore a dress of primrose georgette with lace hat trimmed with pink roses, her bouquet being of pink roses and maidenhair fern. Mrs. Neave, the hostess, wore a dress of brown brocaded silk with gold trimming. The Rev. H. V. Copley Moyle was the officiating clergyman, Mr. T. Neave gave the bride away, and Mr. R. Farmer was "best man." A reception followed at the Hongkong Hotel.

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory, yesterday:—

9.30 a.m.

Cyclone or typhoon E. of Luzon less than 300 miles distant, moving N.N.W.

Typhoon in about 127deg. Long. E. 13deg. Lat. North, moving N.W.

1 p.m.

Long. 128deg. Lat. 16., recurving North-eastward.

DEATH OF AN OLD RESIDENT OF MACAO.

The Portuguese community of Hongkong, Canton and Shanghai and other places in the East will greatly regret to hear of the death of an old Macao resident, in the person of Mr. Patricio Jose da Luz who passed away in his 65th year at Macao.

The funeral took place on the 11th inst. at 5 p.m. and among those present were H.E. the Governor, the President and Body of Lial Senado, Rt. Rev. Fr. Nunes, Lieut.-Com. Correa, Major Lobato and Messrs. A. J. Vistal, A. A. Mello and Pedro Nolasco.

The procession to the cemetery from the residence of the deceased was headed by the girls of the Italian Convent, and included boys and girls of the Municipal Schools, the girls of the Sta. Rosa, the boys of the St. Joseph's College, the clergy, and a large crowd of people of all ranks.

At the Cemetery, Dr. Luiz Nolasco da Silva, the President of the Lial Senado, delivered a funeral oration, saying that he came in the name of the Lial Senado, the people of Macao and, lastly, in the name of the Associacao Promotora da Instrucao dos Macaenses of which the deceased was the founder, president for some time and secretary for 15 years, to bid the deceased a last farewell. The occasion was too full of grief to enable him to do justice in a speech to the life of the deceased and the good work he did for the education of the boys of Macao.

The deceased, who was the secretary of the Lial Senado for over 25 years, and ex-teacher and Director of the Municipal Schools, was the last of a group of young Macanese whose education was received from the Jesuit fathers of the old days, and who rendered to the community of Macao much valuable public service. The people of Macao mourn the death of one of the most honourable and highly respected members of the community and as a sign of respect and affection the flag of the Lial Senado was flown at half mast and all the Municipal Schools were closed on the day of the funeral.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GERMAN ADMIRAL ASSASSINATED.

WIFE MURDERER: DAUGHTER SERIOUSLY WOUNDED.

BERLIN, October 10th.

A message from Weimar says Admiral Scheers, his wife and her maid have been assassinated, and the Admiral's eighteen-year old daughter seriously wounded by two masked men who broke in the Admiral's villa in the afternoon.

One of the murderers, an artist named Buechner, committed suicide. The other fled.

The Admiral was asleep in an upper chamber when the murders occurred. The motive of the crime has not yet been discovered as there was no theft of property.

FRENCH RAILWAY DISASTER

45 KILLED: MANY INJURED.

PARIS, October 10th.

An appalling disaster overtook the Paris-Nantes express which was travelling at sixty miles an hour and ran into a goods train standing at Houilles station.

Eight passenger coaches were telescoped. Twenty-five bodies of the dead have so far been recovered. Sixty were injured and were sent to Paris by a special relief train. It is feared that the number of injured persons totals a hundred.

TERRIBLE SHOCK.

LATER.

It was ascertained at midnight that the death-roll was 38. The shock of the collision was so violent that many bodies were found totally unclothed. Rescue work is being continued.

LATER.

There are now forty-five persons reported to have been killed in the collision.

PARIS, October 10th.

A Havas message says:—

Two railway accidents near Paris resulted in the death of some forty persons. Nearly a hundred were injured.

INDIAN RAILWAY OUTRAGE.

13 KILLED: 15 INJURED.

MADRAS, October 10th.

Thirteen third class passengers were killed and 15 injured by the derailment of a Bangalore mail train near Arkonam, owing to some person, who has so far not been arrested, removing a rail.

FIREPROOF AEROPLANE.

SENSATIONAL STUNT IN AMERICA.

MINEOLA, October 8th.

American and British aviation experts witnessed a striking night demonstration by a civilian airman Paul Collins with an alleged fireproof aeroplane with a patented device permitting safe night landings.

Prior to ascent, the aeroplane was treated with the fireproof substance, then saturated with petrol. Collins donned a suit, similarly treated with petrol. At a height of 5,000 feet, he set fire to the aeroplane which thrillingly volplaned comet-like and made a perfect landing. The whole landing field was illumined by two magnesium flares, dropped from the wing-tips and reflected by mirrors under the fuselage.

BROAD DAYLIGHT ROBBERY

HELD UP IN STREET IN BUFFALO.

CLEVELAND (Ohio), October 10th.

A most daring hold-up in the street is reported from Buffalo. Two men jumped from a taxi-cab and knocked down a diamond salesman, named Laventhal, whom they had followed from Cleveland, senseless with the butts of revolvers. They then carried off a suit case, which Laventhal was carrying, containing diamonds worth $200,000.

INVOLUNTARY BANKRUPTCY

PETITION AGAINST MAMMOTH FIRM.

NEW YORK, October 8th.

An involuntary bankruptcy petition has been filed against the Victors Fox Company and thirteen allied and subsidiary organisations.

U.S. PRESIDENTIAL CAMPAIGN

MR. COX DECLARES FOR LEAGUE OF NATIONS.

NEW YORK, October 8th.

Speaking at Nashville, Mr. Cox, the Democratic candidate for the Presidency, formally accepted the League of Nations as the issue of the campaign.

Referring to Senator Harding's denunciation of the present League, he said, "Now he is against the League, I for it."

Mr. Cox, further, declared that as soon as possible after March 4th, if elected, he, with the Senate, would consider the Peace Treaty and the question of reservations, if any, and of these those that are helpful will be accepted and the Treaty will be ratified.

SENATOR HARDING'S DECLARATION.

DES MOINES, October 9th.

Senator Harding, in a speech, declared that America was not being selfish and aloof but would never allow a council of foreign Powers at Geneva to dictate to her. America wanted to play her own part in the world's affairs.

Senator Harding declared that he favoured the rejection of the Covenant written at Versailles, but declared again for an Association of Nations instead of the League of Nations. He said that as soon as possible, after he was elected, he would consult the best minds in the United States, especially in the Senate, in regard to the Association of Nations for the promotion of international peace, but one which should definitely safeguard American sovereignty and recognise America's ultimate and unmortgaged freedom of action.

He was of opinion that Great Britain was approaching the solution of the Irish question but he would no more tell Great Britain what to do about Ireland than he would permit Great Britain to tell Americans what they should do in the Phillippines.

IRISH ORGY OF CRIME.

MORE OUTRAGES REPORTED.

LONDON, October 10th.

Further outrages are reported from Ireland to-day. A military motor-lorry proceeding to Castlerea station, County Roscommon, was blown up. Eight soldiers are missing. There are no further details.

Armed men attacked two military lorries filled with soldiers near Bandon, Cork, last night. An officer was killed and three soldiers were wounded. Civilian casualties are not known.

STRANGE POLISH TACTICS

BLUFFING THE LEAGUE OF NATIONS.

LONDON, October 10th.

It is reported that serious complications have arisen at Vilna. The Poles are making a determined attempt to occupy the Lithuanian capital which action conflicts with the Polish declarations to the League of Nations. It is stated that the Lithuanians are preparing a vigorous defence and the Government has gone to Kovno.

REVOLT IN TOMSK.

ANTI-SOVIET PEASANTS IN POWER.

STOCKHOLM, October 9th.

It is reported, according to the Petrograd *Isvestia*, that Tomsk has been occupied by anti-Soviet peasants led by "White" officers. Several Red commissaries were captured and killed.

THE PRINCE OF WALES.

"HAPPY TO BE BACK AGAIN."

LONDON, October 10th.

H.M.S. *Renown* has entered the Channel, and is proceeding to Portsmouth accompanied by the third flotilla of the Atlantic Fleet and six destroyers.

His Royal Highness the Prince of Wales has sent a message to the Press expressing his warm appreciation of the numerous messages of welcome and congratulation from all parts of the United Kingdom, saying that he had the most splendid time during his tour, but he is very happy to be back again.

EARLIER CABLES.

SYRIAN POSITION.

STEADY IMPROVEMENT.

PARIS, October 10th.

A Havas message says:—

A Beyrouth message says the Syrian railway traffic is again normal. In the Hauran district, which has been completely pacified, the Moslem notabilities are heartily co-operating with the French authorities.

The situation in Cilicia shows steady improvement.

WORLD TRADE.

NEED OF ANGLO-AMERICAN CO-OPERATION.

NEW YORK, October 7th.

Sir Auckland Geddes, in a speech at a dinner of the United States Chamber of Commerce to representatives of the British Chambers of Commerce, declared that adequate world trade development by Great Britain and the United States required both the nations to lay their cards on the table. He emphasised the desire of Great Britain for closer Anglo-American business co-operation.

Sir Auckland Geddes declared that he most strongly believed, despite possible local diminutions of profit, that Anglo-American business co-operation would pay both the nations best in the long run. If the English-speaking peoples worked together, no half-baked Communists or militarist adventurers would long continue to disturb the re-settling of the world.

Mr. Alexander, Secretary of Commerce, following Sir Auckland Geddes, said that the United States did not contemplate any attempt to drive out other nations from the shipping business, but simply wanted enough ships to take care of its own expanding business. Rivalries in international competition could not be avoided, but they could be harmonised and localised.

NEW SAN SALVADOR RAILWAY.

LOAN IN UNITED STATES.

NEW YORK, October 7th.

San Salvador has negotiated a loan of $20,000,000 with the United States bankers for the construction of a railway from the Atlantic coast to Lake Nicaragua.

AMERICAN FLIGHTS.

ABANDONED OWING TO STORM.

PANAMA, October 7th.

Owing to a blinding rainstorm, the eight submarine chasers have returned.

Lieut. Austin had also to return to Panama after flying 400 miles towards Jamaica.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

HASTENING CHINESE CONSORTIUM.

WASHINGTON, October 9th.

Sir Auckland Geddes and Sir Charles Addis, the London manager of the Hong-Kong and Shanghai Banking Corporation met Mr. Davis, Under-Secretary of State Department on October 8th for a conference which is understood to have been arranged with a view to hastening the steps for making the proposed Chinese Consortium effective.

Mr. Shidehara visited the department during the day.

IN THE LIONS' DEN.

EXCITING SCENE AT ROME.

MILAN, August 27th.

There is a new case of Daniel in the lions' den at Rome, where a cinematograph film company was carrying on rehearsal of a fight between gladiators and wild beasts in the Coliseum. For the occasion five lions had been provided to simulate a life-like performance, but the unexpected drawback happened to be that the company could not engage real gladiators, although had it better considered the case it might have found suitable performers amongst the few hundred of the fearless Arditi and "Braves" of the war who are knocking about the town, and are used, if not exactly to handling half-tame lions, still something akin, to them. In the circus several groups of stuffed tigers and lions had been laid about, but the live lions were kept in a large side pit near the tribune. The performance was getting on splendidly, the gladiators were fighting for all they were worth, and the "Senators" and "Roman grandees" sitting in the tribunes were applauding and urging them on to still more exciting feats, when two gladiators in their excessive zeal and rather overdoing their part fell into the pit.

A real wild scene then happened. Most of the "Senators" and their followers, and also the male and female "slaves" in their picturesque costumes, jumped pell-mell from the seats into the circus, some running towards the pit, others towards the exit, "masters," "plebeians," and "slaves" all mixed up by hundreds, and levelled by common fear and excitement. "Senators" were seen lifting their togæ in a quite undignified way, so as to run the quicker, "Roman matrons" entangled in their peplums following, and the whole circus in a state of indescribable turmoil and uproar; only the stuffed lions maintaining a dignified appearance.

It was probably this uproar and the sight of so many wonderful faces, costumes, and wildly gesticulating people round the pit, that frightened the lions and saved the two gladiators' lives. When they fell in the lions were quietly licking their paws, fearless of the gladiators' short swords, and not expecting this fortuitous "meal." Both the gladiators hurt themselves in falling, one of them severely spraining his ankle, and the other receiving a dig in the ribs from his sword-handle, so that what with the nervous shock at finding themselves in such unexpected company, they remained dazed and motionless. However, the situation was saved by the menagerie keepers, who hastened with pitchforks, jumped into the pit, and kept the now roaring lions at bay until the gladiators were hoisted out by some willing and more sensible and energetic performers. Undoubtedly this renewal of the old-time Coliseum performances will long be remembered by the hundreds who attended them, and especially so by the two unlucky protagonists.

NATURAL HISTORY NOTES.

I.—THE LEOPARD.

The Leopard is the sort of beast
With which we should have lots
Of sympathy. Not in the least
Can Pardy change his spots.
I know a lot of people, who
Also appear unable to.

II.—THE LOBSTER.

The Lobster is a curious crustaceun,
Of temper quick, and quite uncertain ways;
He usually appears with his relation,
That funny insect called the Mayonnaise
You meet him in the Grill-Room every day.
[I'm glad I'm not a lobster, by the way.]

III.—THE STAGNANT.

The Staguant is a fearful foe
To swiftly running things;
He lives where water-lilies grow
And marsh-gas breaks in rings—
At least, I rather fancy so;
Just what he is I don't quite know.

IV.—SWALLOWS.

In the Autumn, people say,
All the Swallows fly away:
But I think they really creep
Into ponds and go to sleep.

Then when Summer comes back here
And the sky is blue and clear,
All the little fishes say
"Come, wake up, and fly away!"

Up at once the swallows get,—
But I guess they're dreadful wet.

V.—THE BEAR AND THE KANGAROO.

A Bear fell in love with a Kangaroo,
For he liked her graceful hops.
It was surely a curious thing to do
But he said as he licked his chops:—
"She's good at a hop, and I can dance,
So we *shall* be a well-matched pair;
I'd marry her now, if I got the chance,
And I'd be a lucky bear!"

The Kangaroo heard the Bear's remark
And she blushed a fiery red;—
(Tho' it didn't show much as she was dark.)
But she sighed and sadly said,
"Our tails don't match, so I very much fear
The species would not combine;
And we've *got* to think of the children, dear,
So, I fear, I must decline."

E. W. H.

A TREAT IN STORE.

THE FOUR DOORS AND HOW THEY OPEN.

[CONTRIBUTED.]

At last we are able to make the announcement that we have been wanting to make for weeks. Let us make it quickly—safeguard yourself for October 28th and 30th. Those are the dates when you will be able to see the four doors at the City Hall. The local amateurs have arranged to produce four plays and any one of the four is worth the effort, that is necessary to ensure a seat for the first night.

The plays are "The Glittering Gate," "The Golden Doom," "The Compromise of the King of the Golden Isles" and "The Lost Silk Hat."

The latter is unique in one respect. It has been sent by the talented author, Lord Dunsany, to Hongkong, so that Hongkong may become famous in theatrical circles. It will appear in our local theatre for the first time. Afterwards other cities such as London, New York and Paris will be permitted to see it. But if you wish to be a real "first nighter" for a remarkable play that will be talked about all over the world, you must be in Hongkong on October 28th and 30th.

Concerning the plays we shall have more to say later. Just now we wish to impress upon the reader one fact. It is this: If you wish to be "left," then forget all about the four plays and October 28th and 30th. But if you wish to do right, then you should at once make a note of the date.

It is always a very weary task, although it is a labour of love, this business of rehearsing and arranging all of the thousand and one details of amateur theatricals. Let us show our friends that we do appreciate their efforts. Let us book seats as soon as is possible for October 28th and October 30th.

The cause of Art is a great cause and Hongkong can demonstrate that the oft-repeated charges about materialism are unfair. There are many people in this Colony who love Art. There are still more who are generous. In this case we can all be doubly generous. We can encourage Art and we can help the sacred cause of Charity. For the four doors will show wonderful scenery to the assembled audiences in Hongkong and later they will open and give a glimpse of food to some of those who are starving in North China. The local amateurs are making this great effort, in order to help the Famine Fund. It is indeed "up to" all of us to see that they have a crowded and enthusiastic audience.

Remember the great dates of 1920. They are October 28th and 30th. Put them in your diary, write them indelibly in your memory, and tell your friends that you have decided to go to see the four doors on one of those nights. It will be the best production yet seen in this Colony.

A DOCTOR'S CONTRACT.

LITIGATION AT SHANGHAI.

His Honour Judge Lobingier was engaged in the U.S. Court for China at Shanghai last week in the hearing of a claim by Drs. Ransom and Street against Dr. Paul Martin in which judgment was asked restraining defendant from practising as a doctor and surgeon "within 100 miles of the intersection of Nanking Road and the Bund."

Messrs. W. S. Fleming and R. T. Bryan (of Messrs. Fleming, Davies & Bryan) appeared for plaintiffs and Mr. S. Fessenden, (of Messrs. Jernigan, Fessenden, Ross & Holcomb) for defendant.

THE PLEADINGS.

In their petition the plaintiffs set forth that by letters dated January 31st, February 1st and May 31st, 1920, plaintiffs offered to employ defendant and defendant agreed to accept their conditions of employment. On June 9th defendant, in wrongful and wilful violation of the contract, and without justification or excuse, left the employ of the plaintiffs and proceeded to practise medicine and surgery in Shanghai for his own account and profit. The letter of January 31st contained the following clause:—

Disbarment from practice in Shanghai vicinity. It is agreed that in the event of the termination for any cause of your association with us, you will refrain completely for a period of five years from the practice of medicine and surgery in any of their branches and from medical work of any description in the International Settlement, the French Concession, the Chinese City, Chapei, Nantao, or within 100 miles of the intersection of Nanking Road and the Bund.

At the time of filing of the petition the defendant was practising medicine and surgery in violation of this clause, and plaintiffs accordingly asked for judgment against the defendant enjoining him for a period of five years from in any way engaging in the practice of medicine and surgery in any of their branches or the places mentioned above.

In his answer the defendant denied that his letter accepted the terms and conditions mentioned or that any contract of employment was ever consummated. He further alleged that during the time when plaintiffs and he were negotiating a contract of employment they were unable to agree on terms, and that on or about May 21st he abandoned these negotiations and started practice on his own account. With reference to the clause of disbarment (quoted above) he denied that the paragraph constituted a contract.

Mr. Fleming said that plaintiffs expected to prove that defendant entered into their employment on the basis of the contract set out in the letter of January 31st, as modified by defendant's own letter of February 1st. Also that not only did he accept the terms of that contract, but he admitted doing so in writing subsequently. This, counsel submitted, would disprove any instructions he might have given to his lawyers or any testimony he might offer in the case. It was a question of whether there was implied acceptance or not.

His Honour—Largely a question of law.

Mr. Fleming—Yes.

PLAINTIFF'S EVIDENCE.

Dr. Ransom then gave evidence. He said he first met defendant some time in the early part of January or the latter part of December. At meetings held later witness discussed with defendant the question of entering into a contract. The letter of January 31st confirmed the conversations. In a conference after the reply of February 1st was received witness said the letter seemed to confirm the original letter. Dr. Martin said, "Practically, it does." Witness said, "Very well, we will accept the terms of the letter and consider the agreement as concluded." A typist was present. After the conclusion of that agreement Dr. Martin began to discharge his duties at once. Announcements of his association with the firm were made in the press. Further, defendant was paid his salary for the month of April. Dr. Martin was never discharged by plaintiffs who objected to his leaving. There would undoubtedly be a loss to plaintiffs if defendant were permitted to carry on work in Shanghai. He thought he knew of two instances in which this had already been done.

Cross-examined—He could not recall any ruling of the American Medical Association dealing with the question of such doctors' contract cases as existed in Shanghai. He was not a specialist in surgery but he performed major operations.

Dr. Massey also said there would be a loss to plaintiffs if defendant continued in practice.

Dr. Ransom later said that all doctors in Shanghai had contract patients; that class of work had never been questioned before.

DEFENDANT'S CASE.

Dr. Martin, who said he had seen war service in Vienna, France, Germany and Siberia, was the only witness for the defence. He maintained that his letter of February 1st was a counter-proposal to and in no way an acceptance of the offer of January 31st. He had at that time an offer for the acquiring of Dr. Street's interest in the firm for which he was to have six months' consideration. This offer he subsequently refused. The $400 per month he considered to be a retaining fee for the exclusive use of his services. He had merely expressed a willingness to be associated with the firm—not to become an *employé*. Drs. Ransom and Street both told him they were not surgeons. His terms had never been accepted by plaintiffs.

(Continued at foot of next column.)

Cross-examined—He had no trouble with the Red Cross authorities in Siberia.

Q.—Did you have any trouble on the question of accounts?

Mr. Fessenden—I object. Even if he did it would have no bearing on the case.

Mr. Fleming—I am prepared to show over the signature of the Chief Director of the Red Cross that there were charges with reference to the accounts.

Mr. Fessenden—I object.

Mr. Fleming—It is a question of credibility.

His Honour—It does not seem to me it is the way to prove credibility. Objection sustained.

Witness denied that he had stated there was a probability of his getting a contract from the Shanghai Hotels as surgeon. He did not know of any letter which had been sent to his office three times and for which, finally, his boy signed. It was not correct that these questions of contract and fees had only arisen after he had had a good look round the field and decided he could do very well on his own.

Dr. Ransom, re-examined, said he never told defendant he (witness) was not a surgeon.

This concluded the evidence. Plaintiffs' counsel agreed to file their brief in three days time and Mr. Fessenden was allowed a week.

ALLEGED ARMED ROBBERS.

ARRESTS IN WEST POINT.

Five men, alleged to be armed robbers, who were arrested in West Point, on Saturday, were formally charged at the Magistracy, yesterday, with possession of a revolver and three daggers. Some gags and pieces of rope were also found on the premises where they were arrested.

STRAITS SETTLEMENTS LOAN GUARANTEE.

WHITE PAPER ISSUED.

A White Paper (Cmd. 907) was issued recently containing a copy of a Treasury Minute, dated August 2nd, placing on formal record the guarantee by the Imperial Government of the interest and principal of the $28,655,700 (£3,341,000) Five-and-a-Quarter per cent. Loan raised by the Straits Settlements in 1918, the proceeds of which were lent to the Imperial Government for war purposes.—*The Times.*

FROM THE BANK TO MANDALAY.

AS IT WILL BE IN THE DAYS OF 1960.

[BY CHARLES T. KING.]

"Here's a funny thing I've just come across, Elsie," said John Wood to his wife as they sat at breakfast on the verandah of their charming rose-embowered villa in the Sahara.

"What is it, dear?" asked Mrs. Wood, setting down on the table the tiny silver-mounted instrument in which she had been listening to the chatter of her sister, who had been talking wirelessly to her while passing through the Panama Canal.

"I've just come across an extract from the *Daily Express* of 1920—forty years ago—and I see there was a famine in houses that some weird vehicles called omnibuses and trams were overcrowded and there was great difficulty in getting between homes and City offices because there was no room.

SAHARA A SUBURB.

"Fancy! No room for the Lombard-street worker and no houses because there was a shortage of bricks! Strange idea, no room when, with all our fertilising and development out here in the Sahara, there are still millions of acres in Central Africa untouched. Besides, why should they want bricks when the London worker can come home in the evening to a beautiful bungalow like ours here in Africa made of wood, and built in no time?"

"You forget," answered Elsie, "that 1920 was forty years ago. I flew over to the South Kensington Museum yesterday with Mabel, who picked me up on her way over from Melbourne, and there were models of all the funny people huddled together like sardines, and they had tubes under London, so the museum guide told us, where the passengers developed a special kind of muscle called strap-hanger's biceps."

THE TELEVISIOGRAPH.

"Of course, I forgot," said John Wood. "Air travel was in its infancy then and the Sahara was a desert. We've learnt cultivation science since. All this throws light on the words of the Georgian writer, Kipling, who wrote, 'There ain't no buses running from the Bank to Mandalay.' Well, there are now."

"Are you going to the office this morning?" asked Elsie.

"No," answered John Wood, languidly reaching for the listening apparatus that hung from his wife's gold pendant. "I shan't go to London to-day. I have only to confer with Mary Laxton, the President of the Board of Trade. I shall ring her up on this, and watch her face in the new televisiograph."

"There's one thing," said Elsie. "We should have had neither quick aerial transit nor any blossoming of the Sahara rose had it not been for certain pioneers of science and live, far-seeing papers years ago with their imagination, courage and power.

"We should have had nothing but a choked underground tube full of dead Londoners."—*Daily Express.*

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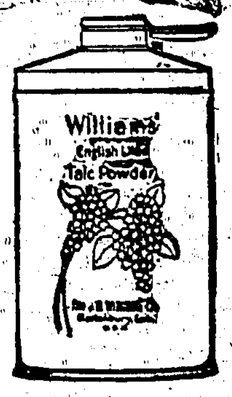

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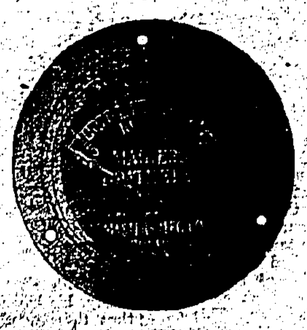

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BEHIND THE VEIL.

NEW WOMAN OF THE EAST

[BY ROSITA FORBES.]

In view of the position of affairs in Mesopotamia the following description of the Arab woman written by Mrs. Forbes, who has recently returned from the East, will be of interest.

The Eastern woman's veil shuts her off in a world of mystery—to Western eyes. She is aloof and unapproachable—a shapeless black shadow in streets full of light and colour. No hint of form escapes the muffling folds of the dark habbara. The law of Islam regulates its voluminous length, and from its hood a double black veil (the burga-a) entirely conceals the face.

Yet once the heavy studded doors of her house close behind her the Arab woman sheds her mantle and emerges a very distinct personality. The women of Europe are made or marred by outside influences. The Eastern woman is instructive and intuitive. Her development comes entirely from within, and is therefore one of reason.

Turkish rule in the Middle East strongly discourages the education of girls, but it could not stop them thinking, and a very strong feminist movement is apparent in Syria and Mesopotamia to-day.

In Damascus a feminist journal has a large circulation. In Bagdad schools for the war orphans ("Children of Martyrs" they are called) are entirely organised and run by the daughters of pashas.

WESTERN INFLUENCES.

A day in the life of any these girls provides interesting contrasts. The working hours will find them in neat, dark European frock superintending the work of various classes, watching rows of small khaki-clad boys and girls, many of them with curly brown hair and blue eyes, doing Swedish drill ,advising as to the weaving of carpets on hand looms, fulfilling a dozen practical tasks.

The Egyptian woman's idea of progress and emancipation is often higher heels and a more transparent veil. The Arab woman cries for education. I asked a lovely girl with rose-kissed skin of Devonshire and the steadfast eyes of the north if she would drop her veil.

"We cannot do that till the men are better educated," she said. "They would not understand, and therefore they would not respect us."

THE REAL HAREM.

The European idea of a harem is largely that of a shuttered and barred mystery where lightly clad houris repose on cushions of preposterous shapes. In reality the whole house is harem and used by all the family, while one or two rooms on the ground floor are reserved for men only.

In the striped marble palaces of the big towns there is a great central court, with a carved fountain, surrounded by orange trees and scented yellow roses. Round this are the reception and bed rooms of the house all of the same pattern. If it is an old-fashioned dwelling there are low, hard divans, with rows of stiff bolsters covered with crude embroidery, and perhaps a brazier, where little brass pots of bitter coffee stand among the glowing embers.

Many of the houses, however, have European furniture, and their owners wear charming French frocks and give one excellent tea and sandwiches on Worcester China.

When the Arab girl sheds her workaday frock and appears in chiffon or satin she often gives musical parties, in which all the guests perform. They sing sad little toneless songs, which to Western ears are exceedingly trying.

The Arab woman is supposed, erroneously, to have very little influence on public events. When the Emir Feisul came to Damascus a procession of carriages one and a half miles in length, containing women, Moslem and Christian, veiled and unveiled, proclaimed the interest Syrian feminists took in the liberation of their country.—*Daily Express.*

ISLAND OF NO DIVORCE.

[BY A JERSEY WOMAN.]

Never get married in Jersey. Here are a few of the things you let yourself in for if you do.

1.—You take your partner literally until death do you part, as there is no divorce under the Jersey law.

2.—If you are a woman you cannot start a banking account without your husband's permission.

3.—You will have to live with your husband's mother, unless he can provide her with a dower house.

4.—Your husband will be entitled to sell your property and grab everything you possess unless you have your possessions divided under the Jersey Separation Act.

Quite recently a far-seeing Jersey couple did not fancy the prospect of being unable to procure a divorce if they should want one, so they embarked for Southampton on their wedding day and went through the ceremony there instead of in their island home.

Although the marriage laws of Jersey have been handed down through the ages, practically unchanged since they left the hands of their Norman compilers, the little island has led other lands in one instance. A Jersey man has been allowed to marry his deceased wife's sister for more than a hundred years.

The Separation Act plays a big part in Jersey life, and the separation of a married couple's property has almost become a feature of the wedding ceremony. As soon as the bride has been endowed at the altar with all his worldly goods, she speeds to the magistrate's office with him to put her possessions legally out of his reach!—*Daily Express.*

An election manifesto issued by the leaders of the Austrian Social Democratic Party calls the Christian Socialists "the tools of Hapsburg intrigues," and describing Clericalism as an enemy, demands union with Germany on the ground that Austria cannot exist alone.

A. D. C.

IN

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GLITTERING GATE.
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LOST SILK HAT.

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Hon. Mr. Lau Chu Pak.
Hon. Mr. Ho Fook.

Thursday, - Oct. 28th
Saturday, - Oct. 30th
at 9.30 p.m.

ADVANCE BOOKING - Oct. 20th.
GENERAL BOOKING - Oct. 22nd

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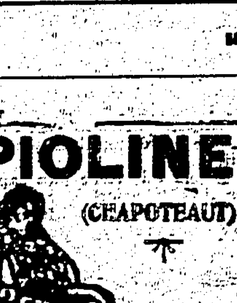

No. SE334—A good hollow ground razor. ⅞ inch Sheffield steel blade, finely tempered. Black handle. Price (2/3) **54c.**

No. SE336—Extra Hollow. You barely feel the edge of this, so well is it ground. ⅞in. Blade Black handle. Price (3/9) **90c.** **54c.** **90c.**

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Karuizawa:— Mikasa Hotel
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Kyoto:— Kyoto Hotel, Miyako Hotel
Matsushima:— Park Hotel
Miyajima:— Miyajima Hotel
Miyanoshita:— Fujiya Hotel
Nara:— Nara Hotel
Nikko:— Kanaya Hotel, Nikko Hotel
Osaka:— Osaka Hotel
Shimonoseki:— San-yo Hotel
Shizuoka:— Daitokwan Hotel
Tokyo:— Imperial Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:— Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul):— Chosen Hotel
Fusan:— Fusan Station Hotel
Shingishu:— Shingishu Station Hotel

IN MANCHURIA

Changchun:— Yamato Hotel
Dairen:— Yamato Hotel
Hoshigaura:— Yamato Hotel
Hotel (Mukden):— Yamato Hotel
Ryojun (Port Arthur):— Yamato Hotel

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[1464

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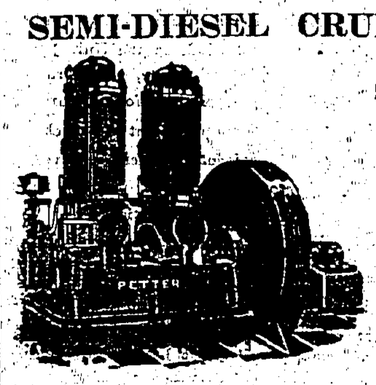

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TAJIMA MARU (omitting Shanghai) ... Thursday, 14th Oct., at 11 a.m
TOYAMA MARU ... ... Monday, 15th Nov., at 11 a.m
TOYOHASHI MARU ... ... Friday, 26th Nov., at 11 a.m
FUSHIMI MARU (omitting Manila) ... ... Tuesday, 14th Dec., at 11 a.m

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

MISHIMA MARU ... ... Monday, 18th Oct., at Noon
SADO MARU ... ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Yokohama ... ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... ... Sunday, 21st Nov.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... ... Friday, 22nd Oct., at 11 a.m
AKI MARU ... ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE.

TOSA MARU sailing from Singapore ... ... Sunday, 17th Oct.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... ... Wednesday, 27th October

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU ... ... Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... ... Saturday, 16th Oct., at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... ... Saturday, 16th October
TENSHIN MARU ... ... Wednesday, 20th Oct.
INABA MARU ... ... Thursday, 21st Oct., at 11 a.m
KAMO MARU ... ... Friday, 29th Oct., at 11 a.m.

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DRESS CIRCLES.

Mr. W. Pett Ridge writes in *The Sphere*:—Evidence furnished in the advertisement columns makes it clear that dressy people are still to be found if searched for in the right quarters, but the figures quoted give alarm to the ordinary mind. "Gents' Dress Suits from 18 guineas," says the announcement, and any gent of an economical turn passes with a shiver to the lighter information supplied by murder cases heard at the Old Bailey. Orders for London theatres no longer bear the warning that evening dress is indispensable; a man might enter the stalls of a West End playhouse wearing a bath-robe without diverting interest from the stage. The pungent scent of Harris tweeds can be detected there. Hob-nailed boots have to stamp hard to create an impression.

The dress suit for males which used to be generally worn is now so grievously worn that sensitive folk do not care to endure the risk of the accidents to which elderly garments are susceptible. Up to a certain age the dress suit improved. The older it was, the better it fitted, and there grew up a mutual regard between wearer an garments that developed into something like real affection in brand-new suit into which Maddox Street put its best efforts had to exercise patience ere it took the place of the old love. The dress suit never died it gave its later days to conjurors at provincial halls and to waiters near Kew Gardens, and was then exported, to start life afresh in the best society of Central Africa. "I seldom," said a racing man once, examining his reflection in the mirror contentedly ,and adjusting his white tie before going in to dine at an Oxford Street restaurant, "I seldom feel myself absolutely the bloomin' gentleman, onless I'm in evenin' dress!" It was a great art of the tailor to be able thus to invest his client with nobility of mind and of deportment, and I hope his bills were settled promptly. Services of the kind are not fully paid for in gold or in Treasury notes. Formerly a liberal discount was allowed by tailors to folk who required no credit; I am told it is one of the grievances of the present age that the deduction is in these times little more than five per cent. We are, indeed, in a very whirlpool of finance.

Meanwhile there are, to engage the thrifty, the ready-made suits for daily wear once called in Aldgate "Reach me downs," and in the Temple quarter of Paris, "Unhook me that." No derisive titles of this kind are now applied. Lucky is the individual who has a reasonable shape, and does not claim (in the phrase of ladies' shops) an out-size; for him the perfect fit guaranteed by the vendor may arrive ,whilst those with an eccentric build parade London thoroughfares as figures of fun. It used to be said of the young man ,eager to make a good impression, that his desire was to induce the young woman to smile upon his suit; he feels apprehensive to-day lest she should laugh at it. I can only hope members of the other sex make allowances for the difficulties of the times through which we are passing, and put the brake on their sense of humour. The truth is that new clothes are indispensable to youth. Maturity can ignore the dictates of fashion, and indeed the conceited men in West End clubs just now are those who declare that their costumes belong to a pre-war season. These folk give way to the more triumphant who can prove that they are turncoats—that their garments have been set inside out, and made as good as new. This is the humility that apes pride.

Reports from sources which call themselves well informed announce that the silk hat is coming in again. It went into retirement during the war, and I daresay it has required careful treatment with brush and pad and silken handkerchief to prepare anew for out-door exhibition. The silk hat is the terror of black-and-white artists, who find it difficult to draw, and it is on no friendly terms with the sculptor; to its credit must be placed the fact that no matter how stormy the day, it rarely blows off, and when one remembers the acute insanity which takes possession of a man who loses his hat in a public highway, this virtue cannot be overestimated. The straw hat in similar conditions goes up in the manner of an aeroplane, and no one can tell whether or not it is likely to make a good landing; the bowler rolls from puddle to puddle, and becomes a wreck. The silk hat, once correctly fixed, becomes part and parcel of the wearer ,and whither he goes the silk hat goeth; if it were but allowed to keep one shape for all time there would be little to be said for the prosecution. Unfortunately, an alteration of the brim at the dictates of Mr. Lincoln or Mr. Bennett or some other authority, and the silk hat of yester-year looks as antique as those which used to be worn by the drivers of the horsed omnibuses on the Continent. The downfall is rapid. Youngsters wear it in the acting of charades, and it has been known to drop so low as to be made a storehouse for seed potatoes. On the variety stage, a silk hat that is out of fashion can always obtain a roar of amusement.

A lady speaker once declared that to be well dressed gave her a comfort which religion could never afford; this is a point to be debated by the Rev. F. B. Meyer of Westminster Bridge Road and Madame Victorine of Dover Street. It can be prophesied of men that they will again buy new garments so soon as these are offered at reasonable prices, and the wearing of old clothes will then cease to be regarded as modish. The ordinary person has no ambition to be considered as anything but ordinary.

For the moment, to be shabby is to be inconspicuous, and scarecrows could be set up in St. James's Street without attracting special recognition, or being ordered on by the police of the C division. It is just possible that, away in the country, scarecrows no longer exist, owing to the expense incurred in dressing them. The opportunity must be a great one for birds, and it may be necessary in the interests of the crops to supply agricultural districts with some of the more adventurous works of our Futurist painters. If the rooks can stand these they can stand anything.

WEATHER REPORT.

October 11th, at 19.17.—Warning to Hongkong:—A typhoon within 120 miles of Lat. 15 deg. N., Long. 129 deg. E., moving N.W.

October 12th, at 11.40.—Warning to Hongkong:—A typhoon within 120 miles of Lat. 17 deg. N., Long. 128 deg. E, moving N.N.W.

October 13th, at 11.45.—No returns from Japan and Weihaiwei.

Pressure has decreased slightly to moderately at all reporting stations.

The approximate position of the typhoon at 6 a.m., this morning was Lat 17 deg. N., Long. 123 deg., E., moving N.N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.48 inch. Total since January 1st, 97.63 inches against an average of 78.71 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. and S.E. or variable winds, moderate; cloudy, occasional rain.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 12th.

	Previous Day at 2 p.m	On Date at 6 a.m.	On Date at 2 a.m.
Barometer	29.79	29.82	29.78
Temperature	83	76	80
Humidity	75	96	85
Wind Direction	calm	East	East
Force	0	3	2
Weather	c	or	c
Rain	—	—	0.48

Highest open-air Temperature on 11th...84
Lowest open-air Temperature on 12th...76

SUNRISE AND SUNSET IN HONGKONG.

Date. October.	Sunrise.	Sunset.
,, 12.....	6.19 ,,	6.01 ,,
,, 13.....	6.19 ,,	6.00 ,,
,, 14.....	6.19 ,,	6.00 ,,
,, 15.....	6.20 ,,	5.59 ,,
,, 16.....	6.20 ,,	5.58 ,,
,, 17.....	6.20 ,,	5.56 ,,
,, 18.....	6.21 ,,	5.56 ,,
,, 19.....	6.21 ,,	5.55 ,,
,, 20.....	6.22 ,,	5.54 ,,
,, 21.....	6.23 ,,	5.53 ,,
,, 22.....	6.23 ,,	5.53 ,,
,, 23.....	6.23 ,,	5.52 ,,
,, 24.....	6.24 ,,	5.51 ,,
,, 25.....	6.24 ,,	5.51 ,,
,, 26.....	6.25 ,,	5.50 ,,
,, 27.....	6.25 ,,	5.50 ,,
,, 28.....	6.26 ,,	5.49 ,,
,, 29.....	6.26 ,,	5.48 ,,
,, 30.....	6.26 ,,	5.47 ,,
,, 31.....	6.27 ,,	5.46 ,,
November 1.....	6.28 ,,	5.46 ,,

HONGKONG TIDE TABLE.

From 13th to October. 18th, 1920.

Days of Week or	Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	13	m 0 42	6 2	m 3 55	3 1
		9 51 a	7 3	3 45 a	3 2
Thur.	14	m 11 29	5 8	m 4 37	1 9
		10 21 a	7 4	4 13 a	3 5
Fri.	15	0 17 a	5 4	m 5 20	2 0
		10 49 a	7 4	4 40 a	3 7
Satur	16	1 10 a	5 0	m 6 7	2 2
		11 18 a	7 3	5 6 a	4 0
Sun.	17	2 20 a	4 8	m 6 58	2 4
		11 49 a	7 0	5 33 a	4 4
Mon.	18			m 7 66	2 7
		4 6 a	4 7	6 2 a	4 6
Tues.	19	m 0 25	6 8	m 9 9	2 8
		No infer.	high-	nor low-	water

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SAILINGS SUBJECT TO ALTERATION

TIENTSIN	"CHIPSHING"	Thurs., 14th Oct.,	2 P.M.
MANILA	"LOONGSANG"	...Fri., 15th Oct.,	3 p.m.
SHANGHAI	"HOPSANG"	...Sun., 17th Oct.,	D'light
STRAITS & CALCUTTA	"YATSHING"	...Tues., 19th Oct.,	3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadan, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. **YATSHING"** will be despatched on or about **Oct., 19th,** for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

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OUTWARDS.

Vessel	Due Hongkong
"VOGTLAND"	24th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 25th Oct.	GENOA & LONDON.
"GLENIFFER" ...	3rd Nov.	GENOA, LONDON & ROTTERDAM.
"GLENSHANE"	Second half November	LONDON, ANTWERP & ROTTERDAM.
"GLENOGLE"	Middle of Dec.	GENOA, LONDON & ROTTERDAM.

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No. 8, Bund, Kobe.

123

SHIPPING NEWS

ARRIVALS

October 11th.

Hok Canton, Chinese str., 536 tons, Capt. Leung Lung, from Port Bayard, with a general cargo.—Yee Wo & Co.

October 12th.

Amherst, British str., 233 tons, Captain Jones, from Sebatik, with a cargo of sandal wood.—Ah Kwai.

Chung Hing, Chinese str., 249 tons, Capt. Petroff, from Tourane, with a general cargo.

Hock Lee, Portuguese str., 332 tons, Capt. Guerreiro, from Swatow, with a general cargo.—Man Wing.

Phumpenh, British str., 1,065 tons, Capt. Lewis, from Saigon, wit' a cargo of rice.—Wo Fat Shing.

Skuld, Norwegian str., 649 tons, Captain Gabrielsen, from Macao, in ballast.—Thoresen.

Taishun Maru, Japanese str., 1,066 tons, Capt. Tori, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Titan, British str., 3,730 tons, Capt. Yarwood, from Shanghai, with a general cargo.—B. & S.

Wasun, British str., 245 tons, Capt. Ross, from Kwang Chow Wan, *via* Macao, with a general cargo.—Wang Hing.

CLEARANCES.

October 9th.

Ajo Maru, for Miike.
Chunsang, for Sourabaya.
Eurypylus, for Liverpool, *via* Singapore.
Hiroda Maru, for Hongay.
Kaifong, for Haiphong.
Kaijo Maru, for Keelung.
Kasado Maru, for Moji.
Kwongtak, for Shanghai *via* Amoy.
Kwongsang, for Canton.
Laisang, for Kobe.
Linan, for Singapore, *via* Swatow.
Ningpo, for Shanghai.
Nankin, for London, *via* Shanghai.
Prometheus, for Phummpenh.
Rupura, for Batavia.
Tean, for Shanghai.
Triganza, for Balikpapan,

October 10th.

Amakusa Maru, for Manila.
Foo Lee, for Chefoo, *via* Amoy.
Kamakura Maru, for Kobe.
Saigon Maru, for Singapore.
Tomashima Maru, for Canton.
Yuet Wah, for Swatow.

October 11th.

Arizona Maru, for Tacoma.
Baarn, for Cebu.
Chinkua, for Bangkok.
Eastern Trader, for San Francisco.
Forioko Maru, for New York.
Fudo Maru, for Keelung.
Glenfalloch, for Amoy.
Hanyang, for Shanghai.
Hoihow, for Canton.
Hydrangea, for Swatow.
Kwanglee, for Canton.
Kwang Sang, for Shanghai.
Samarang Maru, for Sourabaya.
Shan Tung, for Shanghai.
Siberia Maru, for San Francisco.
Sinkiang, for Canton.
Tobolsk, for Macao.

October 12th.

Chip Shing, for Canton.
Dardanus, for Shanghai.
Drufar, for Singapore.
Eastern, for Kobe.
Haiching, for Foochow.
Heichen Maru, for Muke.
Hinsang, for Sandakan.
Hong Hwa, for Singapore.
Jade, for Haiphong.
Kiukiang, for Hongay.
Lok Sang, for Haiphong.
Sui Yick, for Shanmei.
Taishin Maru, for Chin Wan Tao.

PASSENGERS.

DEPARTURES.

Per s.s. *Helenus*, on October 10th:—Mr. Bostock, Mr. R. A. Bickle, Mr. G. Mitchell, Mr. John Craig, Mr. A. S. Hinder, Mr. A. Lane, Mr. J. Batchelor, Mr. H. Dockerty, Mr. George H. Webb, Mr. F. W. Bowdidge, Mr. T. E. Haddy, Mr. J. B. Bodmore, Mr. F. M. Dredge, Mr. C. W. Williams, Mr. E. J. Belcher, Mr. A. White, Mr. H. Leonard, Mr. J. B. Hancock, Mr. Jas. Dorgan, Mr. R. W. Williams, Mr. Harry Batten, Mr. Thos. Bacon, Mr. Jas. D. Snowball, Mr. Ellingworth, Mr. Thos. Cook, Mr. Jas Heaton, Mr. Geo. Rogers, Mr. John D. Dixon, Mr. John Almond, Mr. F. D. Wornock, Mr. E. J. Clarke, Mr. Wm. G. Naylor, Mr. Joseph Hobbs, Mr. W. Parry, Mr. H. Meils, Mr. Greenwood, Mr. S. J. Steer, Mr. Syd. F. Morris, Mr. Thomas W. Gillett, and Mr. William Hanartin.

Per s.s. *Siberia Maru*, on October 12th:—Mr. and Mrs. J. C Arenberg-Peeters, Mr. E. E. de W. Abney, Mr. Wm. Augustin, Mr. Y. M. le Bitoux, Mr. J. D. Barton, Mr. J. D. Buchanan, Mr. Walter D. Bowner, Mr. J. M. Bury, Mrs. M. K. Boyd, Miss E. Cox, Mr. E. C. Dee, Mr. W. G. Dyyer, Mr. B. H. Gilman, Mr. and Mrs. Karel, Mr. L. Honigsberger, Major G. P. R. Jacques, Dr. M. C. Kahn, Dr. B. Y. Kwauk, Mr. D. W. Lalvani, Mr. N. Leighton, Mr. A. MacKenzie, Mr. J. H. Moore, Mr. Magee, Mr. and Mrs. D. M. Nissin, Mr. R. Peters, Mr. R. Prins, Mr. H. F. Payne, Miss A. L. D. Provost, Miss L. Remedios, Miss A. Remedios, Mr. H. H. Remedios, Mr. B. A. Roberts, Mrs. M. Strawson, Mr. C. K. Smith, Mr. H. R. Slocum, Mr. E. Samson, Mr. A. M. Tavares, Mr. F. Tharoomall, Mr. and Mrs. E. Tollefsen, Miss R. Tollefsen, Mr. and Mrs. Th. Vogelenzang, Mr. C. W. Boden, Mr. G. H. Lynott, Mr. F. R. McGrath, Mr. Leon Ensign, Mr. W. H. McGrath, Mrs. E. Emanuel, Miss M. Emanuel, Miss F. I. Mildred.

"EMPRESS OF CANADA" PROPOSED CRUISE CANCELLED.

SHIP SAILS FOR HONGKONG DIRECT.

For the maiden trip of the Company's new Pacific steamer *Empress of Canada* it was proposed to operate an around-the-world cruise. Mr. P. W. Sutherland, the General Passenger Agent informs us that he received a telegram yesterday from the management in Montreal stating that the cruise has been cancelled and that the *Empress of Canada* is expected to sail for Hongkong, leaving England in June. It is not so stated, but it is hoped that this will result in the release of a number of berths for homeward passage *via* Vancouver. Mr. Sutherland has telegraphed Montreal for further information on the subject.

SHIPPING MOVEMENTS.

The s.s. *Stentor* (Blue Funnel line) left Shanghai on the 9th inst., for London, Rotterdam and Antwerp, *viâ* Shanghai. The vessel is due here on the 13th inst., and will sail, as above, on the same day.

The s.s. *City of Naples* from Singapore on the 9th inst., and London sailed from Hamburg and London sailed from Singapore on the 9th inst., and is due to arrive on the 15th inst.

The P. & O. S.n. Co.'s s.s. *Novara* left Singapore for Hongkong on the 9th inst., with the outward English mails, and is due here on the 15th inst., about 6 p.m.

The R.M.S. *Monteagle* arrived at Yokohama on October 9th, left there the same day, and is due at Hongkong on October 21st.

The R.M.S. *Empress of Russia* arrived at Shanghai on October 9th, left there on October 10th, and is due at Manila on October 13th.

The N.Y.K. s.s. *Hakodate Maru* (Calcutta line) left Singapore for this port on October 10th, and is expected here on October 16th.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Manila for this port on October 12th, and is expected here on October 14th.

The P. & O. Co.'s s.s. *Dunera* left Shanghai for Hongkong on the 12th inst., at 8.30 a.m., and is due here on the 15th inst., about 6 a.m.

The R.M.S. *Monteagle* arrived at Kobe on October 11th, leaves there on October 12th, and is due at Moji on October 13th.

The T.K.K. s.s. *Korea Maru* arrived at Yokohama on October 9th, and sailed on October 11th for Honolulu and San Francisco.

The T.K.K. s.s. *Tenyo Maru* arrived at Yokohama on October 5th and sailed on October 8th, being due at this port on October 21st.

VESSELS EXPECTED.

Aki Maru (Australian line), due October 15th.
Awa Maru (Liverpool line), due November 17th.
Bombay Maru (Bombay line), due October 23rd.
Empress of Russia, due October 16th.
Hakodate Maru (Calcutta line), due Oct. 15th.
Isuba Maru, from London, due October 20th.
Iyo Maru (European line), due November 14th.
Kamo Maru (European line), due October 28th.
Mishima Maru (European line), October 17th.
Monteagle, due about October 15th.
Tenshin Maru (Bombay line), due October 19th.
Tsuruga Maru (Hamburg line), due November 6th.

ASAHI BEER

SOLE AGENTS
MITSU-BUSSAN KAISHA

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 13TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	30.01	56	—	SE	4	c
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kageshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Nahs	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.96	63	100	N	1	bf
Gutslaff	"	29.88	68	85	NE	1	b
Sharp Peak	7 a.	29.90	74	88	N	1	b
Amoy	6 a.	29.82	75	77	SE	1	o
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.81	70	92	SE	2	o
Taichu	"	29.79	72	—	—	0	b
Tainan	"	29.75	73	—	—	0	b
Koahun	"	—	—	—	—	—	—
Pescadores	"	29.79	77	—	NNE	6	b
Canton	"	—	—	—	—	—	—
Hongkong	"	29.52	76	96	E	3	or
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.81	73	96	NE	2	r
Wuchow	8 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulian	7 a.	29.85	77	92	SSE	1	b
Tourane	"	29.82	77	—	WNW	2	b
CapeSt.James	"	29.81	75	—	WNW	2	o
Aparri	6 a.	29.71	73	92	W	2	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.72	77	96	—	0	o
Legaspi	"	29.68	77	91	W	2	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.71	75	96	W	0	o
Surigao	"	—	—	—	—	—	—
Guam	4 p.	29.72	—	—	SE	2	r
Labuan	6 a.	—	—	—	—	—	—

C. W. JEFFREYS, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and hundreds.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO RENDEZVOUS
BOSTON & NEW YORK via PANAMA CANAL	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 15th inst.
NEW YORK & BOSTON via SUEZ CANAL	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	About 20th Nov.
NEW YORK via SUEZ	Montrose	Brit.	The Bank Line, Limited	On 15th Nov.
NEW YORK via PANAMA	Tydeus	Brit.	The Bank Line, Ltd.	On 24th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 28th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 23rd Nov.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Tajima Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 A.M.
SEATTLE, TACOMA, VICTORIA VANCOUVER &c.	Nile	Am.	Frank Waterhouse & Co.	About 15th inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Eldridge	Am.	The Admiral Line Pacific S.S. Co.	About 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 21st inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Teucer	Brit.	Butterfield & Swire	On 20th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
MARSEILLES & LONDON via S'PORE P'ANG &c.	Kashgar	Brit.	P. & O.-B. I. & A. L.	About 22nd inst.
LIVERPOOL & MARSEILLES via SINGAPORE, C'BO &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 21st Nov.
GENOA & LONDON	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	About 25th inst.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Titan	Brit.	Butterfield & Swire	On 13th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
LONDON, ANTWERP & ROTTERDAM &c.	Argun Maru	Jap.	Osaka Shosen Kaisha	On 21st inst.
LONDON, AMSTERDAM & HAMBURG	Keemun	Brit.	Butterfield & Swire	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	Teiresias	Brit.	Butterfield & Swire	On 21st inst.
LONDON, ROTTERDAM & ANTWERP	Atreus	Brit.	Butterfield & Swire	On 16th Nov.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
ROTTERDAM & HAMBURG	Tjimanoek	Jap.	Java-China-Japan-Lijn	On 25th inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O.-B. I. & A. L.	About 16th inst.
BOMBAY & COLOMBO	Burma Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
BOMBAY & COLOMBO via SINGAPORE	Jinsho Maru	Jap.	Nippon Yusen Kaisha	On 27th inst.
STRAITS & CALCUTTA	Yatshing	Brit.	Jardines, Matheson & Co., Ltd.	On 19th inst., at 3 P.M.
SINGAPORE, PENANG, C'BO, BEHNDISI VENICE, &c.	Africa	Brit.	Dodwell & Co., Ltd.	About 7th Nov.
SINGAPORE, PENANG & BELAWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	
CALCUTTA via STRAITS & RANGOON	Gregory Apcar	Brit.	P. & O.-B. I. & A. L.	On 15th inst., at 1 P.M.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Kotsu Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 13th inst.
SOUTH AMERICAN PORTS via CAPE	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 21st inst.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A.M.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. I. & A. L.	About 1st Nov.
AUSTRALIAN PORTS via MANILA	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 8th Nov.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Canada Maru	Jap.	Osaka Shosen Kaisha	On 2nd Nov.
VAL PARAISO via JAPAN, HONOLULU, SAN F'CISCO &c.	Seiyo Maru	Brit.	Toyo Kisen Kaisha	On 9th Nov.
JAPAN	Hokuto Maru	Brit.	Dodwell & Co., Ltd.	About 19th inst.
JAPAN PORTS	Havana Maru	Jap.	Osaka Shosen Kaisha	On 25th inst
NAGASAKI, KOBE & YOKOHAMA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 16th inst., at 11 A.M.
TIENTSIN	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 14th inst., at 2 P.M.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 14th inst., at Noon.
SHANGHAI & JAPAN	Novara	Brit.	P. & O.-B. I. & A. L.	On 16th inst., at Noon.
SHANGHAI & TSINGTAO	Yingchow	Brit.	Butterfield & Swire	On 18th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	Hakodate Maru	Jap	Nippon Yusen Kaisha	On 16th inst
SHANGHAI	Hopsang	Brit.	Jardine, Matheson & Co. Ltd.	On 17th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	Cordillere	Fren.	Messageries Maritime	About 22nd inst.
SHANGHAI	Tjiliwong	Jap.	Java-China-Japan Lijn	About 26th inst.
AMOY, SHANGHAI & PUKOW	Perais	Brit.	Dodwell & Co., Ltd.	On 5th Nov.
SWATOW, AMOY & FOOCHOW	Szechuen	Brit	Butterfield & Swire	On 19th inst., at 4 P.M.
SWATOW & BANGKOK	Haihong	Brit.	Douglas Lapraik & Co.	On 18th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	Kanchow	Brit.	Butterfield & Swire	On 19th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	Haileong	Brit.	Douglas Lapraik & Co.	On 19th inst., at 1 P.M.
KEELUNG via SWATOW & AMOY	Haiching	Brit.	Douglas Lapraik & Co.	On 22nd inst., at 1 P.M.
TAKAO via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 17th inst.
MANILA	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
MANILA, CEBU & ILOILO	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 15th inst., at 3 P.M.
SAIGON, BANGKOK & SINGAPORE	Taming	Brit.	Butterfield & Swire	On 19th inst., at Noon.
JAVA	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Nov.
	Tjibodas	Dut.	Java-China-Japan Lijn	About 26th inst.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTHNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	JAVA		16th Oct.	SAIGON & SINGAPORE
TJIBODAS	AMOY	19th Oct.	20th Oct.	JAVA
TJILIWONG	JAVA	20th Oct.	26th Oct.	SHANGHAI

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.
Sailings subject to alterations.

	Loading	For	Sailing on or about
"TJIMANOEK"	October	ROTTERDAM & HAMBURG	25th Oct.
"KANGEAN"	November	AMSTERDAM & HAMBURG	23rd Oct.
"ALCHIBA"	December	ROTTERDAM & HAMBURG	20th Dec.
"BORNEO"	January	AMSTERDAM & HAMBURG	21st Jan.

For full particulars please apply to—
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CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" November 8th.

For Freight and Passage apply to—
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CPOS

SAILINGS
HONGKONG to VANCOUVER
via Shanghai, Nagasaki (*Moji) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
* MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
* MONTEAGLE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 15	Apr. 5
EMPRESS OF ASIA	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 752 Cable address: CACANFAC
CANADIAN PACIFIC OCEAN SERVICES.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK
CELTIC, PRINCE* ... via PANAMA CANAL ... on or about 18th Oct.
Steamers proceed via Suez Canal or Panama Canal at Owners option
For freight and further particulars, apply to—
SHEWAN TOMES & CO.,
Agents.
1111

NEW YORK DIRECT

Joint Service of the
"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.—
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TYDEUS" ... ... via Panama ... ... 24th Nov.
* "CITY OF AGRA" ... ... via Suez ... ... 3rd Dec.
* "ROMEO" ... ... via Suez ... ... 20th Dec.
* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.
114

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "MONTROSE" ... ... 15th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

14

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON	"MATOPPO"	15th Oct.
LONDON	"CITY OF NAPLES" ...	15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co., CANTON.

33

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGAY	"YUNNAN"	On 14th Oct., 10 A.M.
SHANGHAI	"SINKIANG" ...	On 14th Oct., Noon.
SHANGHAI and TSINGTAO ...	"YINGCHOW" ...	On 16th Oct., 4 P.M.
SWATOW and BANGKOK ...	"KANCHOW" ...	On 19th Oct., 10 A.M.
MANILA, CEBU & ILOILO ...	"TAMING"	On 19th Oct., Noon
AMOY, SHANGHAI & FUKOW ...	"SZECHUEN" ...	On 19th Oct., 4 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. O. Passmore	FRIDAY,	15th Oct., at 1 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY,	19th Oct., at 1 P.M.
"HAICHING"	Capt. A. H. Stewart	FRIDAY,	22nd Oct., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINITA ...	Oct. 16th.	S.S. VINITA ...	Oct. 21st
S.S. WEST HIKA ...	Nov. 30th.	S.S. WEST HIKA ...	Dec. 2nd.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif.
Branch Office:—Kobe, Shanghai, Manila, Singapore.

Hongkong Office:—Prince Building, Chater Rd. Tel. No. 1062.

CHAS. E. RICHARDSON
General Agent for South China

4681

P. & O. - BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	16th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	8,900	12th Nov.	Marseilles, London & Antwerp
"NELLORE"	6,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	4,500	15th Oct. 1 P.M.	Calcutta via S'pore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"KANOWNA"	7,000	30th Nov.	

SAILINGS TO SHANGHAI & JAPAN

"NOVARA"	8,900	16th Oct Noon.	Shanghai Moji, Kobe & Y'hama
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	6,900	24th Oct.	Shanghai & Japan.
"DILWARA"	5,400	30th Oct.	Shanghai Only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st/Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Punkahs of ch[illegible]n.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 24ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG

1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ARGUN MARU" ... ... Thursday, 21st Oct

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.
"CANADA MARU" (Taking Passengers) Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
BURMA MARU" ... ... Saturday, 16th Oct.
* "KASADO MARU" ... ... Saturday, 30th Oct.
* (Taking Passengers)

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHIFEN MARU" ... ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"MANILA MARU" * (Taking Passengers) Friday, 15th Oct.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... ... Sunday, 7th Nov.

NEW ORLEANS LINE.
"SUMATRA MARU" ... ... Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
* "HAVANA MARU" ... ... Monday, 25th Oct.
* Omit Yokkaichi "Call Shanghai.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... ... Sunday, 17th Oct.

TAKAO VIA SWATOW & AMOY.
"SOSHU MARU" Saturday, 16th Oct

For sailing dates and further particulars please apply to—

Tel. Nos. 744 & 745.

Y. YASAUDA, Manager,
No. 1, Queen's Building. [31

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia.	Lv. Hongkong for Australia.
"TAIYUAN"	16th Oct.	21st Oct., 4 P.M.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	...Oct. 23th.
SHINYO MARU	22,000	...Nov. 13rd.
PERSIA MARU	9,000	...Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
SHIYO MARU	14,000	Nov. 9th.
TOKUYO MARU (Cargo only)	[illegible]	Dec. 9th.
KIYO MARU	17,2[illegible]	Jan. 10th, 1921.

For full information regarding passengers, freight an sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITH, LTD. [35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE" ... — ...	On or about 22nd Oct
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID		

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER
Acting Agent.
Queen's Building.

TELEPHONE 740.

TRANS-PACIFIC FREIGHT SERVICE

operating the following U.S. shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Kobe).

"ELDRIDGE" ... ... About Oct. 29th.
"WHEATLAND" ... ... About Nov. 17th.

For PORTLAND direct.

"ABERCOS (Calling at Kobe and Yokahama ... ... About Oct. 23rd.

For SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL
FOR SAN FRANCISCO.

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana Centra' and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "BOLANO"

Telephone 141.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai	*Yingchow*	14th Oct
Straits	*Novara* ...	5th Oct.
Manila and Australia	*Aki Maru*	15th Oct.
Straits and Calcutta	*Hakodate Maru*	15th Oct.
Shanghai	*Dupleix* ...	15th Oct.
Manila and Australia	*Taiyuan* ...	16th Oct.
Japan and Shanghai	*Nishima Maru* ...	17th Oct.
Straits and Bombay	*Tenshin Maru* ...	19th Oct.
Straits	*Inaba Maru* ...	20th Oct.
Straits and Calcutta	*Bombay Maru* ...	21rd Oct

OUTWARD MAILS.

For	Per	Date
Japan via Kobe	*Eastern* ...	Wednesday, 13th, 8.00 A M
*Shanghai and *North China	*Saichou* ...	Wednesday, 13th, 9.00 A M
Tientsin	*Chipshing* ...	Wednesday, 13th, 5.00 P M
Philippine Islands, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C. ...	*Tajima Maru*	Thursday, 14th, 10.00 A M
Fort Bayard	*Wo Sun* ...	Thursday, 14th, 10.00 A M
Shanghai, and North China	*Sinkiang* ...	Thursday, 14th, 11.00 A M
Shanghai and North China	*Kangwin* ...	Thursday, 14th, 2.00 P M
Philippine Is., *Shanghai *North China, *Japan via Nagasaki, Canada, United States, Central and South America, and *EUROPE via VICTORIA, B.C. ...	*Manila Maru*	Friday, 15th, Registration ... 9.45 A M; Letters ... 10.30 A M
Straits, Bangkok, Calcutta and Aden	*Gregory Apcar*	Friday, 15th, Noon
Swatow, Amoy and Foochow	*Haitong* ...	Friday, 15th, 1.00 P M
Philippine Islands	*Loongsang* ...	Friday, 15th, 2.00 P M
Straits, Bangkok Calcutta and Aden	*Yuhshing* ...	Friday, 15th, 2.00 P M
Swatow, Amoy and Formosa via Takao	*Soshu Maru* ...	Saturday, 16th, 9.00 A M
Japan via Nagasaki	*Aki Maru*	Saturday, 16th, 10.00 A M
Shanghai and North China	*Novara* ...	Saturday, 16th, 11.00 A M
Swatow, Amoy and Formosa via Keelung	*Yingchow*	Saturday, 16th, 3.00 P M
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt, & EUROPE via MARSEILLES	*Asuksusa Maru* ...	Sunday, 17th, 9.00 A M
	Nishima Maru	Monday, 18th, Registration 9.45 A M; Letters ... 10.30 A M
Swatow and *Bangkok	*Kanchow* ...	Tuesday, 19th, 9.00 A M
Philippine Islands	*Taming* ...	Tuesday, 19th, 11.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Tuesday, 19th, 1.00 P M
Amoy, *Shanghai and *North China	*Szechuen* ...	Tuesday, 19th, 3.00 P M
Shanghai, N. China, and Japan via Kobe ...	*Inaba Maru* ...	Thursday, 21st, 10.00 A M
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island ...	*Taiyuan* ...	Thursday, 21st, Registration ... 1.45 P M; Letters ... 2.30 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct).

"KEEMUN"	17th Oct.	London, Amsterdam & Hamburg.
"TEIRESIAS"	21st Oct.	London, Amsterdam & Antwerp.
"ATREUS"	16th Nov.	London, Rotterdam & Antwerp.
"ELPENOR"	23rd Nov.	London, Amsterdam, & Hamburg.
"AGAPENOR"	1st Dec.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"TITAN"	13th Oct.	Genoa, Ms'lles, L'pool & Glasgow
"PELEUS"	26th Oct.	Genoa, Liverpool & Glasgow.
"TELAMON"	2nd Nov.	Liverpool
"ANTILOCHUS"	15th Nov.	Genoa, Ms'lles, L'pool, & Glasgow.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TEUCER"	26th Oct.	Victoria, Seattle & Vancouver.
"IXION"	16th Nov.	
"TALTHYBIUS"	7th Dec.	

NEW YORK SERVICE
(via Suez or Panama).

"TYDEUS"	24th Nov.	via Panama.

HOMEWARD PASSENGER SERVICE

"STENTOR"	13th Oct.	for London direct.
"TEIRESIAS"	21st Oct.	for London direct.
"IDOMENEUS"	3rd Nov.	for Liverpool via Marseilles.
"PYRRHUS"	21st Dec.	for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital $4,000,000
Surplus $1,100,000

Head Office:
NEW YORK, U.S.A.

Branches:

SHANGHAI	TIENTSIN	*MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

1131]

COMMERCIAL.

OPENING QUOTATIONS.

October 13th.

On London.—	
Telegraphic Transfer	3/11
Bank Bills, on demand	3/11⅛
Bank Bills, at 30 days sight	3/11⅛
Bank Bills, at 4 months sight	3/11⅜
Credits, at 4 months' sight	4/1⅛
Documentary bills, 4 months' sight	4/1⅛
On Paris.	
Bank Bills, on demand	[illegible]
Credits, 4 months' sight	[illegible]
On New York.—	
Bank Bills on demand	nom.
Credits, at 60 days' sight	70⅜
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Shanghai.—	
Bank bills, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama.—On demand	134
On Manila.—On demand—Peso	147 n.
On Singapore.—On demand	169
On Batavia.—On demand	215½
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	53¼
Sovereigns, Bank's Buying rate	$ 5.00 n.
Gold Leaf 100 fine, per tael	$37.00
Bar Silver per oz	58⅜d.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £1,500,000
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
Hon. Mr. E. V. D. Parr—Chairman.
A. H. Compton, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Acting Manager:
Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 8

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	,, 45,000,000
Reserve Funds	,, 9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tookyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Kelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road, Central,
Hongkong, September 1st, 1920. [45

THE MERCANTILE BANK OF INDIA, LIMITED

Head Office: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ...	£2,000,000
Subscribed Capital ...	£1,600,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

Hongkong Branch
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920. [44

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

Bankers,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorized Capital ...	F. 250,000,000
Subscribed Capital ...	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 50,000,000
Chairman of the Board of Directors ...	André Berthelot
General Manager ...	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman.

Mr. Chow Shou Son.	Mr. Kan Yuen Po.
Mr. Li Koon Chun.	Mr. Mok Ching Kong.
Mr. Fung Ping Shan.	Mr. Wong Yun Tong.
Mr. P. K. Kwok.	Mr. Chan Ching Shek.
Mr. Ng Chang Luk.	

Chief Manager ...	Mr. Kan Tong Po.
Asst. Manager ...	Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. [109

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors ...	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong July 7th, 1919. 99

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

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Printed and Published by Bertram Augustus Hale, for The Hongkong Daily Press, Ltd., at 10a, Des Voeux Road Central Victoria Hongkong; London Office: 131, Fleet Street, E.C.